

MODES.

Roland Garret

Anatic Building (2nd floor),
24, Queen's Road Central.
Telephone C. 2252.

COUTURE.

Hongkong Sunday Herald.

THE LARGEST CIRCULATION IN SOUTH CHINA.

Vol. VI. No. 266.

號七月四 年九十二百九一英

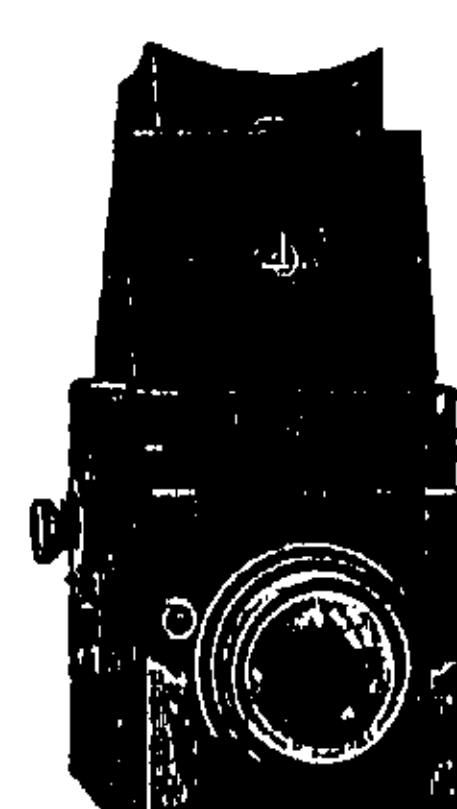
HONG KONG, SUNDAY, APRIL 7, 1929.

日八廿月二 年已己次歲 年八十國民華中

Price, 10 Cents Per Copy.

AT ALL
HOTELS
AND
CLUBS
CALL FOR
“U”
—
BEER
PILSNER
URQUELL
the ORIGINAL
PILSNER BEER
—
Agents:—
A. S. WATSON
& CO., LTD.
WINE & SPIRIT MERCHANTS.
Phone C. 16
Kowloon K. 19.

Thornton
Pickard
Reflex
Cameras
ARE BEST



Fitted with

COKE

DALLMEYER

Zeiss or any other Lenses.

Obtainable from all Dealers.

MACAO'S GOVERNOR

Splendid Portuguese Reception

SPIRIT OF CONCORD

Charming Farewell Tributes from Hong Kong

The respect and esteem in which His Excellency the Governor of Macao, Senhor Artur Tamagnini de Sousa Barbosa, his wife, and his daughter are held by the Portuguese community of Hong Kong were amply demonstrated at an informal reception held in the Club Lusitano, at the invitation of the Committee and members of the Club yesterday afternoon.

There was a large gathering of Portuguese residents, besides several visitors from Macao who had come over from the neighbouring colony to say au revoir to the Governor of Macao and family on their departure for Lisbon on home leave.

Members of the Committee of the recent International Dance Festival were also present in the persons of Mrs. W. T. Southorn, Chairman of the Committee, Messrs. R. H. Kotewall, H. T. Creasy, Ho Leung, Ho Ki, P. M. N. da Silva and J. M. da Rocha, and the Hon. Mr. J. P. Braga and Mr. Ho Leung. Col. Cardew was unavoidably absent.

Functionally at 5 p.m. the Governor of Macao, Mme. and Mlle. Barbosa and party arrived at the Club and were received in the lobby by the members of the Club Committee, the Hon. Mr. J. P. Braga (President), Mr. M. A. Simoes (Hon. Secretary), Mr. E. J. de Figueiredo (Hon. Treasurer), and Messrs. A. F. B. Silva-Netto, A. H. Easto, F. L. Silva and H. R. Sequeira.

The distinguished visitors were escorted to the Hall Luiz de Camões by the President. On arrival the Band played the Portuguese National Anthem. Then followed the formal introduction of the gathering to His Excellency Senhor Barbosa.

A Distinguished Gathering

Besides those already mentioned there were also present at the reception: Mr. A. Cerveira Albuquerque e Castro, Consul-General for Portugal, Mrs. and Miss Albuquerque, Sir Shou-son Chow and Lady Chow, the Hon. Dr. R. H. Kotewall, C.M.G., Mr. Fernandez Costa, Consul-General for Portugal at Canton, and Mrs. Costa, Capt. M. Zanatti of the Portuguese gunboat "Macao," and Mrs. Zanatti, Capt. J. Inso, of the "Patria," Mr. Veiga (Director of Public Works, Macao) and Mrs. Veiga, Mrs. Abreu, Major Joel Vieira, Rev. Father Alves, S.J., Dr. Pinheiro da Costa (Chief Justice of Macao), Lt.-Col. A. Lobato and Mrs. Lobato, and Mr. A. A. de Mello da Costa.

HEAT—& TORNADO

Alarming Casualties in America

WHEAT CROPS DAMAGED

New York, Yesterday. At the conclusion of a day of almost midsummer heat, a tornado burst in North Wisconsin causing the death of 10 persons and injuries to 25 others.

Farm buildings were demolished and wheat crops damaged.

Two people were killed in a heavy storm at Forest Lake, Minnesota.

Later. The casualties in Wisconsin are now stated to be 20 killed and 50 injured.—Reuter's American Service.

\$900 RANSOM

Paid To Mexican Kidnappers

Washington, Yesterday. The ransom paid to the Mexican kidnappers for the release of the Scotsman Reid and the American, Hanson, was \$900.—Reuter's American Service.

[A Mexico City cable on yesterday stated: The two mining engineers, the Scotsman, Reid, and the American, Hanson, who were kidnapped by bandits on March 2 from the offices of the San Nichols Mining Company, at Vicos, in the State of Ouro Preto, where Hanson was resident-manager, have been released. A ransom of 24,000 pesos was demanded but it is unknown what was paid.]

COTTON SPINNERS

Decision of Bolton Masters

London, Yesterday. The Bolton Master Cotton Spinning Association has recommended all employers in the Egyptian section to continue the present short time working for another month.—Reuter.

(Continued on Page 22.)

FOOTBALL FIGHT

Chinese Hurt in Head at Sookumpoo

SPECTATORS IN MELEE

Police whistles were blown frantically at Sookumpoo yesterday afternoon towards the close of the First Division match in the Football League in which the Chinese Athletic Association defeated the 2nd Battalion the King's Own Scottish Borderers.

The trouble came after the Chinese scored their third goal. It is stated that during the general demonstration of jubilation, a Chinese spectator was involved with a man in uniform, stated to be a soldier, and that the latter struck the Chinese with a "swagger" cane on the head, causing the Chinese to bleed.

Chinese policemen were attracted to the scene, as were a number of men from the K.O.S.B. A soldier was pointed out as the assailant, but there was no arrest, the "Sunday Herald" learns authoritatively, because the identification was wrong.

"SOUTHERN CROSS"

Believed to be Down in West Australia

LOOKOUT CONTINUES

Perth, Yesterday. A Government launch has been despatched to Thurburn Bluff, north of Wyndham, where the Resident Magistrate at Broome has reason to believe that the aeroplane "Southern Cross" descended. Preparations to search for the plane are being continued very actively.

Elsewhere aeroplanes are setting out for various points. These planes include a "Moth" piloted by Captain Matheson, which left Sydney to-day.—Reuter.

[There were four persons on board, including Captain Kingsford Smith and Mr. Ulm, the Pacific fliers, a navigator and a wireless operator. Mystery surrounds the whole affair as a wireless message was received from Captain Kingsford Smith stating that the "Southern Cross" had made a forced descent near Wyndham.]

WEATHER FORECAST

The local forecast issued last evening was—"East winds, moderate; fine generally, some fog."

At 6.45 p.m. yesterday the Observatory reported:—"The anticyclone is central in the vicinity of the Bonins and has weakened."

THE DOLLAR

Yesterday's closing rate for the dollar on demand was 1/11-9/16d.

probable. A wealthy man of fifty years or so, a bachelor apparently, with a pronounced tendency to eumosity, as Simon the Jester termed it, owns a large country house on the Dover Road. By some curious ingenuity, wisely left vague, he decoys to this house couples whose primary and secondary objectives are, respectively, the boat from Dover to Calais and the breach of the seventh Commandment. By judicious manoeuvres, which it would be unfair prematurely to reveal, the couples are induced to spend in his house a period in each other's company under the most decorous conditions. The self-revelations presumably are expected to be salutary. In the end of the particular experiment revealed in the play, the morality, if not the happiness, of the greatest number is successfully achieved. And, as the curtain falls, the eumorous Mr. Latimer turns, albeit with fingers somewhat singed, to his next experiment.

Your stern critic will point out the improbability, nay the impossibility, of it all. May be! "If this is vanity who'd be wise?" Why should we worry about the possibilities? After all, we only want to enjoy ourselves when we go to a theatre. (Any way, most of us adopt that attitude). A short passage in the lives of four fictitious people is depicted. Therein the experimenter and his assistants move. Under the stress of the situation the four characters develop before the eyes of the audience. It is either interesting and amusing, or it is not. If it is, then, say I, it was a member of the Authors' Club.

CONSPICUOUS SUCCESS

We are not bidding you farewell on this occasion, as we all earnestly hope that you will return to a pleasant voyage to Portugal and a safe return to Macao.

(Continued on Page 22.)

"THE DOVER ROAD"

Successful Production By The A.D.C.

LAST NIGHT'S IMPRESSIONS

A Perfectly Delightful Little Play

If you wish only for thrills, for the heights of passion and the depths of pathos, you need not visit the Theatre Royal and see "The Dover Road." If you find pleasure alone in extremes and yearn for roar of side-splitting mirth or tears of maudlin sentimentality, stop away. But if you desire to see a perfectly delightful little play which, while it amuses, may possibly cause you to reflect on one of the most difficult relationships—that of man and wife—then you should go, and not once only.

THE PLAY

"The Dover Road" as put on by Surgeon Commander Stewart Goss affords a very pleasant entertainment.

The stricter critics of the drama—but as we grow older we grow, I think, less strict—will tell you that Mr. Milne has written a bad play because the plot is too im-

NEW TREATMENT

Diathermy for the King

RHEUMATIC TROUBLE

London, Yesterday. A new treatment, namely, "Diathermy," will be applied to the rheumatic trouble of His Majesty's left shoulder. It consists of an application of heat and light rays, and will probably be applied by the ray experts, Dr. Howitt and Dr. Woods, who have up to now applied the luminous ray ultra-violet ray treatment. They travel to Bognor to-morrow.

The King was out early to-day enjoying the brilliant sunshine, sitting and walking in the grounds of Craigwell House.—Reuter.

[Dr. Woods is in charge of the Department of Physical Medicine and Electrology at London Hospital and Dr. Howitt is Chief Clinical Assistant in the Actino Therapy Department of Guy's Hospital.]

HOME RAILWAYS

Expenditure Lower in 1928

NET RECEIPTS DOWN

London, Yesterday. Though the British railways in 1928 reduced their expenditure by £6,500,000 their net receipts decreased by £1,900,000, according to a statement issued by the Ministry of Transport.

The receipts for ordinary passengers decreased by £1,200,000, all due to losses on third-class receipts. Goods trains receipts dropped by £7,100,000.

In spite of the decrease in passenger receipts nearly 22,000,000 more passengers were carried last year than in 1927.—Reuter.

FAMOUS PADRE

Herbert Branston Gray

DEATH IN DEVON

London, Yesterday. The death is announced of the famous clergyman, educationalist, and author, the Rev. Herbert Branston Gray, D.D. (Oxford), Vicar of Lynton, North Devon, since 1926. He would have been 78 years of age on April 22.—Reuter.

A VARIED LIFE

Herbert Branston Gray was educated at Winchester and Queen's College, Oxford. He became Master at Westminster School, 1876; Headmaster of Louth School, Lincolnshire, 1879; Headmaster of Bradford College, Berks, 1880-1910; Warden and Chairman of the Council, 1881-1910; Member of Moral Education Commission to the British Association (Educational Science Section), 1904-8; President of Section, 1909; Member of the Committee of Headmasters' Conference, 1900-8; Member of the Higher Education Committee of the Berkshire County Council, 1907-9; Chairman of the Examination Board, 1907-9; Reader on Papers on Educational Subjects at Church Congresses at Reading, Bristol, and Barrow-in-Furness; Co-opted Member of the Oxford Diocesan Conference, 1908-9.

A TAXATION COMMISSIONER

He was the founder of Educational Ranch for Public School Boys in Alberta, Canada, 1909; Secretary to the Royal Commission on Taxation, British Columbia, 1911; Compiler of the Budget Speech, British Columbia, 1912; Official Lecturer, Imperial Institute, 1915; Preacher at Holy Trinity, Richmond, Surrey, 1915; and at the Parish Church, Ealing, 1915 and 1916; Member of the Council of the Shaftesbury Homes for Orphan and Destitute Children, 1916; Mission on Industrial Education to U.S.A., 1917; Member of the Diocesan Board of Finance, 1919; Educational Commissioner to the Roman Catholic Government, 1920; Diocesan Representative on the Consultative Committee of the National Society, 1921; Chairman of the Clergy Disability Art Committee, 1921.

OVERSEAS TRAINING

He was appointed Chairman of the Committee of the British Association for Overseas Training of Public School Boys, 1922; Honorary Chaplain to the Bishop of St. Edmundsbury and Ipswich, 1924; Governor of Ipswich Grammar School; Governor of the County School, Bury St. Edmunds, and Chairman of the Governors of Bury St. Edmunds Grammar School.

PUBLICATIONS

His publications included:—Westminster Child Joint editor; Joint Editor Westminster School Lynn Book, 1909; Modern Landscapes, 1889; Men of Like Passions, 1894; The Public Schools and the Empire, 1918; Eclipse or Empire, 1920; America at School and at Work, 1918; and various articles and hymns.

He was a member of the Authors' Club.

PROBLEMS

His publications included:—Westminster Child Joint editor; Joint Editor Westminster School Lynn Book, 1909; Modern Landscapes, 1889; Men of Like Passions, 1894; The Public Schools and the Empire, 1918; Eclipse or Empire, 1920; America at School and at Work, 1918; and various articles and hymns.

He was a member of the Authors' Club.

EDUCATIONAL WORK

His publications included:—Westminster Child Joint editor; Joint Editor Westminster School Lynn Book, 1909; Modern Landscapes, 1889; Men of Like Passions, 1894; The Public Schools and the Empire, 1918; Eclipse or Empire, 1920; America at School and at Work, 1918; and various articles and hymns.

He was a member of the Authors' Club.

EDUCATIONAL WORK

His publications included:—Westminster Child Joint editor; Joint Editor Westminster School Lynn Book, 1909; Modern Landscapes, 1889; Men of Like Passions, 1894; The Public Schools and the Empire, 1918; Eclipse or Empire, 1920; America at School and at Work, 1918; and various articles and hymns.

He was a member of the Authors' Club.

EDUCATIONAL WORK

His publications included:—Westminster Child Joint editor; Joint Editor Westminster School Lynn Book, 1909; Modern Landscapes, 1889; Men of Like Passions, 1894; The Public Schools and the Empire, 1918; Eclipse or Empire, 1920; America at School and at Work, 1918; and various articles and hymns.

He was a member of the Authors' Club.

EDUCATIONAL WORK

His publications included:—Westminster Child Joint editor; Joint Editor Westminster School Lynn Book, 1909; Modern Landscapes, 1889; Men of Like Passions, 1894; The Public Schools and the Empire, 1918; Eclipse or Empire, 1920; America at School and at Work, 1918; and various articles and hymns.

He was a member of the Authors' Club.

EDUCATIONAL WORK

His publications included:—Westminster Child Joint editor; Joint Editor Westminster School Lynn Book, 1909; Modern Landscapes, 1889; Men of Like Passions, 1894; The Public Schools and the Empire, 1918; Eclipse or Empire, 1920; America at School and at Work, 1918; and various articles and hymns.

He was a member of the Authors' Club.

EDUCATIONAL WORK

HONG KONG, CANTON AND MACAO STEAMERS

JOINT SERVICE OF THE HONG KONG, CANTON AND MACAO STEAMBOAT CO., LTD., AND THE CHINA NAVIGATION CO., LTD.

HONG KONG—CANTON LINE.

Sailings from Hong Kong: Daily, at 8 a.m. & 10 p.m. (Sundays 10.00 p.m. only)

Sailings from Canton: Daily, at 8 a.m. & 4.30 p.m. (Sundays 4.30 p.m. only)

HONG KONG—MACAO LINE.

From Hong Kong: From Macao:
8.00 a.m. "SUI AN" from Wing Lok Wharf 8.00 a.m. "SUI TAI"
(Sundays Excepted) (Sundays Excepted)
2.00 p.m. "SUI TAI" do 2.00 p.m. "SUI AN"
(Sundays Excepted) (Sundays Excepted)

SUNDAY EXCURSION:

From Hong Kong: From Macao:
SUNDAY, 7th April.
9.00 a.m. "SUI AN" 4.00 p.m. "SUI AN"

TURFING SEASON
NOW AT HAND
CONSULT

YEUNG FAT & CO.

EXCHANGE BUILDING
(3RD FLOOR)
TELEPHONE C. 3989

ESTIMATES FREE.

CALL AND HEAR THE NEW
BRUNSWICK PANATROPE
GRAMOPHONES & PORTABLES
and the latest
BRUNSWICK RECORDS

Brunswick
House.

17, Ice House-street, Tel. C. 4035.

KOREAN MISSION CLOTH
GUARANTEED

Not to Fade. Not to Shrink,
Seldom Wear Out.

Sole Agents:

BITZER & CO.,
Queen's Bldg., 2nd floor,
Ice House Street.

KEE MUN TEA

HIGH GRADE QUALITY BLACK CHINA TEA.

A Tea of excellent quality possessing a beautiful flavour which will appeal to all.

To be obtained from all the leading Stores and Compradores.

Sole Agents:

KAY SAN TEA CO
CHINA BUILDING, 2nd FLOOR,
QUEEN'S ROAD C, HONG KONG.

Head Office.

Hankow.

HONG KONG BENEVOLENT SOCIETY.

Men's underclothing and shoes
are urgently required and may be sent to
the City Hall.

HOME SPORT.

THREATS TO A REFEREE

Truly, the life of a referee is not always a happy one. Mr. Johnson, at the meeting of the Middlesex F. A. Council said as much. He reported that at a match between Stanwell District Club and the Hounslow Y.M.C.A., some of the Stanwell players became so aggressive that they threatened to throw him into the canal and one of them actually tried to do so. In the end he had to be rescued from the dressing-room in a six-harry, and even in this sanctuary was again threatened. Although Stanwell had been asked to send a representative to the meeting, no one came, so the rule was accordingly suspended from playing within a six-mile radius of their ground until they should appear.

Reversal of League Form

Sheffield Wednesday considerably increased their chance of gaining the League championship when they defeated Derby County by 5 goals to nil. When these two clubs met in September, the Wednesday were defeated by six goals to nothing. The margin of victory on February 16 flattered the winning team, but they certainly deserved to win. They showed themselves ready to take all the opportunities that came their way, and their forwards showed a much greater finishing power. The Wednesday went ahead almost in the first minute, and ten minutes later, Harper scored again, and a third goal from Strange completed the first half scoring. Sheffield had a hard time of it to keep their goal intact during the second half, but in the last four minutes Harper scored twice.

Harper Does Well

As Allen was unfit for play, Harper took his place as leader of the attack and scored three very neat goals. Indeed, he might have scored more had it not been that he made several bad mistakes in front of goal. However, he should be congratulated on his game; he was always ready to take the chances that came his way and he opened out the game so that the wings were more often in action. Brown the goalkeeper, had a hard time of it being laid out twice. Derby's wingmen, Crooks and Mann, were dangerous raiders, but the poor rounding-off of their inside colleagues spoilt much of their work. Both sets of forwards were very energetic, and the Derby half-backs did well.

Leicester Defeated

Experience in Cup tie fighting really won the day when Leicester City met Bolton Wanderers. The Wanderers were all out to win and kept on attacking right to the very end. On the other hand, Leicester went on the defensive in the second half and the game became Bolton's. Alone of all his side Duncan realised that they should be attacking, and often went into the attack himself in a desperate effort to get them moving. At the interval the scores were equal, but not until twenty minutes after the restart did Blackpool score their winning goal, although on several occasions he came near to scoring before he was successful. During this part of the game the City never got near Pym, the Wanderers' goalkeeper. Very late in the match the City almost saved the situation, but as Chandler was about to drive he was thrown to the ground. The referee, however, would not allow a penalty.

Seddon's Fine Display

It must, however, be admitted that the Wanderers' victory was in great part due to Seddon, who played as one inspired. He seemed to realise all the deficiencies of his side and try to cover them up. During the first half-hour it looked as though the City were the winning team. The Wanderers' backs could not time the ball, and the wing halves were often drawn out of position. But whenever one of these men

could do no more, Seddon was there to foil Leicester. Then he further encouraged his side by equalising. It was a great display. He had worthy supporters in Dean and Nuttall, Shak Chandler, Lochhead and Hine, did some good work for Leicester, especially in the first half, but Bolton had got their measure in the second part of the game and they did not shine then.

One Goal Margin For Orient

Blackpool were unfortunate enough to lose their captain after half an hour's play against Clapton Orient, for they were the better team, although the Orient had the better individual players. The one goal was scored twelve minutes from the start by Turnbull. Later Blackpool were awarded a penalty, but Benton's shot hit the crossbar. The Orient were the stronger side in attack. Their tackling was better and they were quick to seize any chances that came their way. Turnbull and Tricker were the best forwards for the Orient, and Morley, Gay and Wood, defended in good style. Blackpool were a little erratic in finishing.

For Ascot



Chick Lang, the famous American jockey, has arrived in Britain, intent on capturing the Ascot Gold Cup Stakes in June. He will be up on Reigh Count, the same mount that won the 1928 Derby.

Villa Half-Backs Check Reading

One of the chief reasons why Reading could not get the better of Aston Villa in their Cup tie, was the play of the Villa half-backs.

Kingdon, Talbot and Tate never relaxed their grip on the Reading forwards. The Villa were the first to score n'tout twenty minutes from the start, but Oswald equalised some ten minutes later. As Waring scored another goal just before the interval, Reading were behind even then, but if only they had pressed a very little harder they might at least have equalised. Waring got the third Villa goal almost in the last minute. During the first half Reading played better football than did the Villa, but rather overdid short passing to the neglect of shooting.

Kingdon, Talbot and Tate never relaxed their grip on the Reading forwards. The Villa were the first to score n'tout twenty minutes from the start, but Oswald equalised some ten minutes later. As Waring scored another goal just before the interval, Reading were behind even then, but if only they had pressed a very little harder they might at least have equalised. Waring got the third Villa goal almost in the last minute. During the first half Reading played better football than did the Villa, but rather overdid short passing to the neglect of shooting.

Herr H. von Borch, the German Minister, will arrive soon from Berlin on his way to Nanking to present his credentials.

Dr. Anne Walter Fearn, who has been staying with Mrs. E. S. Cunningham during March, will spend April with Mrs. H. H. Arnold at 14, Avenue du Roi Albert, Shanghai.

With the exception of a few "responsible" ones, the Shanghai Gendarmerie Commissioner has ordered the suppression of all "mosquito" daily papers in Shanghai on the ground that they are publishing false reports, harmful to the Nationalist cause and dangerous to the morals of the public.

Dr. Katsusaburo Yamawaki, professor emeritus at the Medical College of the Tokyo Imperial University and leading authority on cancer was honoured recently at the German Embassy in Tokyo in the presence of a score of his colleagues, by Dr. E. A. Voratzsch, German Ambassador to Japan, who presented him with the 1923 prize of the Medical Association of Munich for his study of the disease. This prize is given annually to the person voted by members of the association, as having accomplished the outstanding work of the year in the study of cancer, and this is the first occasion, remarks the "Japan Times," on which the award has been conferred on a Japanese.

The "Japan Advertiser" says that Mr. Ivy Lee, a prominent publicity expert in America who is said to have amassed a fortune through his knowledge of the art of persuasion, is to visit Japan late this month, accompanied by Mrs. Lee and their daughter. While the purpose of his visit to Japan is not known, Mr. Lee during his stay is expected to be ready to teach the art of publicity to the Japanese who have a poor reputation for this sort of thing. Count Shimpei Doi is reported to be preparing a reception programme. The fee to apply for Mr. Lee's assistance is said to be the South Manchurian Railway Co. This company, it may be recalled, sounded out the opinion of American financiers last year on the flotation of foreign loans but the firm suffered from the adverse publicity given out by Chinese. As a result, the loans did not materialise.

The following acting appointments are notified in the "Johore Government Gazette":—Major H. F. Waters as State Engineer; Mr. A. B. Peterson as Acting Ass't. Engineer; P.W.D., Johore, Mr. A. H. Cowan as Ass't. Engineer; P.W.D., Kuala Lumpur, Mr. A. Heywood-Waddington as Controller of Labour, Johore; Mr. F. C. Marshall as Warden of Mines, Johore and Mr. H. G. Beverley as Adjutant to the Johore Police Forces. Mr. C. E. Nugent is seconded for service in Johore.

According to the Monthly Magazine of the St. Andrew's Church, Mr. P. Sands is to be ordained deacon to St. Paul's Church, Leamington Spa, on Sunday, September 22, by Dr. Leslie Carr, the Bishop of Coventry. The Vicar of St. Paul's, The Rev. G. W. Arrowmith, is well known to all at St. Andrew's, for he was here from 1928-1929.

Albion's Cup Tie Form

Although the West Bromwich Albion have not been showing very good form in their League games this season, they are certainly putting up a very stern fight in the Cup competition. They certainly deserved to beat Bradford. The credit for the victory really belongs to Cookson; he made the Palace put up a good fight to the very Albion attack, and scored no less than four of the goals. During the first half only two goals were scored. The first came in the eighth minute through Glidden. It was not a particularly good shot, and succeeded because the Bradford goalkeeper was unprepared for it. Cookson scored the first of his four a few minutes later. Five minutes after the interval he scored two more goals within a few seconds, and the remaining couple were not scored till late in the game.

Chelsea Goes Out

Chelsea were lucky to get off so lightly in replay with Portsmouth in the fifth round of the Cup. All the luck of the game seemed to be with them, but they were incapable of taking their chances. They held the ball too long, and their passing was poor. At one period Portsmouth was playing with only ten men, but even then Chelsea did not rally. Portsmouth were out to win and played with determination. Smith was their inspiration. He seemed to do the work of two men, and it was very hard luck that his fine shot did not gain goal in the first ten minutes. It hit an upright and by some freak, came out again. Millington saved Chelsea on two occasions, and was the only man on their side who really deserved warm praise; those two efforts of his were heroic.

Swindon Unfortunate

The Arsenal were very lucky to win their fifth-round Cup tie replay with Swindon, for they did not deserve to do so on the run of the play. For ten minutes they seemed to be far the best team, and scored a very clever goal. After that the Swindon side gained confidence and began to play with confidence and coolness in a way that was delightful to watch. Again and again they came very near to scoring, but always just missed. They really needed a man in the middle of their forward line who could get clear of the attentions of one man. But Morris, their centre, was so closely shadowed by Roberts that he could not play up to his usual standard, and the goal did not come. Dickerson, for Swindon, was the best back on the field; he knew what he wanted to do and he did it with absolute calm. The Swindon Roberts, at inside-left, was full of excellent tricks for harassing the other side, and Bew played exceedingly well at centre-half.

Racing

Frank Bullock, the famous jockey, has changed his plans and instead of starting to train horses at Tilsham, has left England for Chantilly. Here he will take charge of the big string which belongs to M. J. Wittouck, for whom he is to act as private trainer. Bullock only returned to England last Summer, after a stay in his native Australia. Wittouck's horses frequently come to England, and it will be remembered that his colt, Palais Royal II., won the Cambridgeshire last year, after having finished second to Fairway in the St. Leger.

Jockeys Leave England

T. Carey, the Epsom jockey, who has been with the South Hatch stable for twelve years, first with the late William Nightingale, and of late with Walter Nightingale, has recently sailed for America. He is to ride as second jockey for the stable for which George Butler is riding in the coming season. Another well-known jockey is also leaving England, although not for so far abroad. This is George Smith, who has accepted a retainer to ride in Ireland. He scored some remarkable wins for Persse's stable a few years ago.

FOOT EASE

PH.HOSIERY

FOOT EASE HOSIERY MILL.

HONG KONG OFFICE:

1st Floor, Bank of Canton Building,

Hong Kong.

Tel. C. 5450.

Foot Ease Hosiery Mill.

Hong Kong.

Foot Ease Hosiery Mill.

Hong Kong.</

Wm. Powell Ltd.
10, Ice House Street.



NOW SHOWING
NEW
SPRING
AND SUMMER
SUITINGS.

There are many very smart designs in Cashmeres, Worsted, Flannels, Palm Beach, etc. These have been made expressly for us from new wool and mohair respectively and are the latest goods obtainable. Style, Fit and Finish Guaranteed.

NEW SUN HELMETS
just unpacked.

Fox shirts . . .



that never say "die"

From First-class Stores throughout China and the East

Viyella
FINE FLANNEL
UNSHRINKABLE
FINE TWILL FLANNEL
BRITISH AND GUARANTEED

"Viyella"
UNSHRINKABLE
FINE TWILL FLANNEL

BRITISH AND GUARANTEED

TO-DAY & TO-MORROW at 2.30, 5.20, 7.15 and 9.15 p.m.

WALLACE BEERY and
RAYMOND HATTON in
"FIREMEN, SAVE MY CHILD"
—burlesquing every fine melodrama
You've ever seen!

GEORGE
SIDNEY and
CHARLIE
MURRAY

In
COMING
THURSDAY TO
SATURDAY,
11th to 13th.
A Legion of Laughs!

Don't
fall to
see it.
AT THE
MAJESTIC
NATHAN ROAD, KOWLOON



LEAGUE FOOTBALL

A Most Exciting Game

K.O.S.B. v. ATHLETIC

Kowloon Get Full Points from Police

Interest in the League is still well maintained by yesterday's results. The Athletic are now favourites for the First Division with their local rivals, South China, although Somersets are running closely with them and will have a say yet in the final positioning.

The Athletic strengthened their chances by a smart win over the K.O.S.B.

Kowloon F.C. also put the Police out of the running for premiers.

The junior results went as expected, the Navy and the Borderers being still well on top with big wins.

Division I

RESULTS AT A GLANCE

Division I.		
K.O.S.B.	1 Chinese Ath.	3
Police	0 Kowloon	1
Navy	6 R.A.	1
Division II.		
K.O.S.B.	8 S. China "A"	0
Navy	5 Eastern	0
St. Joseph's	1 R.A.	2
S. China "B"	4 Reeves	2
Small Units	0 Athletic	6

K.O.S.B. v. CHINESE ATHLETIC

These teams met before a big crowd at Sookumpo, and the Athletic, in an exciting game, where the interest was sustained up to the final kick, beat the Regiment by three goals to one.

The teams lined up as follows:

K.O.S.B.: — McDougal, Gardiner, Martin; Everest, Davey, Gear; Skeggs, Stock, Reeves, McClinchey, and Alexander.

Chinese Athletic: — Chan Shek-pui; Lo Wai-man, Wong Shiu-wo; Hoi Choy-ying, Wong Shui-wa, Lam Yuk-ying; Lee Hung-chin, Hoy Kai-chuen, Wong Pak-cheong; Suen Kam-sung, and Chen Kwong-iu.

Referee: — Coxon, Willis, R.N.

McClinchey won the toss and the Borderers played with their backs to the sun. The Athletic were the first to be dangerous, Wong Shiu-wo putting just over.

The Borderers' defence started shakily, and Suen and Chen, by a smart combination, took the ball from half way, Chen crossed in the nick of time, and Wong Pak-cheong beat McDougal with a header.

The Borderers attacked from midfield but Lo Wai-man kicked away strongly from Reeves. In some play of a scrapping nature around the Borderers' goal a penalty was awarded the Athletic, which Suen placed in the back of the net and the Athletic were two up.

The Borderers rallied, Everest doing well and sending well up, Reeves shot a daisy just outside, McClinchey also put a hot one into Chan Shek's hands, which the goalkeeper cleared well. The Athletic led at the interval by two goals to nil.

Intense Excitement

The game in the second half of the match was intensely exciting, Reeves and Stock came near, but the Athletic defence was kicking clean and sure and they kept many hot attacks out. Stock saved well, whilst Davey, in a good position, was slow, Chen changing defence into attack with a quick dash. The Athletic pressed severely and Suen and Chen came near in a great tussle around McDougal's charge, the Borderers clearing with difficulty. The Borderers scored just after, Reeves smartly tapping in a fine centre from Skeggs.

From now on it was anybody's game. The Borderers were right through, but Stock handled close in. The Borderers hereabouts were worth an equaliser. Great work by the Athletic left wing raised the siege and Chen, after a brilliant run, centred square across for Hong Kai to smash well past McDougal.

The Borderers made a last effort, and Reeves headed to the goalkeeper who saved well.

Game Summed Up

The game was played at a great pace, and was probably the most exciting match of the season. Although the Athletic won by two goals, their early lead was certainly a great incentive and they caught the Borderers' defence hesitating early.

In the first half the Borderers neglected their smart left wing, whereas the Athletic worked theirs all the match. Suen and Chen of the Athletic playing great football throughout. Wong Pak-cheong in the centre was steady in a good nippy line, where the left wing scintillated. Lam Yuk-ying was in great form at

left half, and the backs kicked clean and sure under pressure. Chan kept a good goal.

McDougal, for the Borderers, brought off many good saves, but started shakily. Gardiner and Martin did not find their game with the Chinese were two up. Everest was about the best half on the field, and although he had a great wing opposed to him, he did well.

Reeves was always a trier and deserved more luck. McClinchey also worked himself to a standstill. Stock was not at his best and the wings did not do much till late in the game when both were playing well.

The Athletic won surprisingly but on the day's play deserved full points in a fine match, full of forcible, fast football and exciting to the last kick.

KOWLOON v. POLICE

A Colourless Display

On the Railway ground yesterday Kowloon managed to secure the points after a hard fight by the only goal scored. There was little about the game to excite enthusiasm, the greater part of the play being of a dull and colourless nature. The Police had plenty of chances, but their shooting was terribly erratic.

Teams:—

Kowloon: — Angus; Guest, Pile; Dowman, Easterbrook, Bliss; Eastman, Hedley, Hannan, McKelvie, and Miles.

Police: — Clarke; Wynne, Williams; Brittain, Oram, Jessop; Pike, McGreavy, Fraser, Howarth, and Sheppard.

Referee: — Master-at-Arms Vosper (H.M.S. "Cornwall").

The opening exchanges were singularly lacking in incident, neither forward line being in anything approaching First Division form, while both defences were shaky and miskicks were frequent. The home team were the first to get busy, and Clarke was soon prominent in dealing with shots from Miles and Hannan. The Police defenders began to play a steadier game and had little difficulty in clearing their lines, but the forwards were slow to take advantage of some fine passes from Wynne and Oram. Eventually Miles obtained possession and finished off a good run by beating Clarke from close range.

Half-time:—

Kowloon 1
Police 0

On resuming, the Police fought hard for the equaliser, through the medium of McGreavy and Fraser, but they were constantly repelled. The pace became faster but the home team had the better of the exchanges. Only a creditable display by Clarke kept the score down. On the other hand many shots from Howarth and McGreavy were dangerous, but the equaliser did not materialise.

Result:—

Kowloon 1
Police 0

NAVY v. R.A.

Decisive Win for the Sailors

At Caroline Hill, the Navy managed to record a decisive victory over R.A. by six goals to one.

Teams:—

Navy: — Spiers; McGregor, Jones; Prior, Perks, Aldred; Van Tromp, Firth, Peacock, Kermick, and Preston.

R.A. Fletcher; Oliver, Nelliss, Ward, Joyce, M. Taylor; Wood, Cotton, Leach, Taylor, and F. Jobe.

Referee: — Mr. Stokes.

In a clean and sporting game the Navy commenced the attack, and a few moments from the start Fletcher was called upon to defend. Repeated shots from Peacock and Kermick were capably deflected by this player. Leach rushed, and with the assistance of Cotton and Wood, became a constant menace to the Naval defence. Preston transferred play to the R.A. end, but Oliver and Nelliss frustrated an effort by Kermick. The R.A. again made a breakaway and this time they had better luck, when Leach netted with a first-timer which had Spiers guessing.

Almost immediately after Peacock scored the equaliser.

Half-time:—

R.A. 1
Navy 1

On the resumption the Navy took up the attack in real earnest. Cotton placed a shot, which by a miraculous save, Spiers sent back to mid-field, but Peacock seized an opportunity and gave the Navy the lead.

The R.A. were now obviously tired, of which the Navy were quick to take advantage. Kermick notched a third goal for the sailors. The R.A. made a great effort, but a perfect shot from Leach was neatly cleared by Spiers. The Navy again predominated and Preston scored.

The Recreio, however, were not disheartened and before half-time, Gonzalez drew first blood for his side.

Half-time:—

South China 2
Club de Recreio 1

On crossing over the game was decided in favour of South China. Good work by Remedios and Xavier certainly narrowed the margin of goals, but Chen Kwok-kuon soon put in a cross-shot which left Marques standing and simultaneously increased South China's lead. Within a very few minutes Chen Kwok-

Result:—

Navy	6
R.A.	1

Division II

K.O.S.B. v. SOUTH CHINA "A"

Played before the Senior match, this game was very one-sided, the Borderers winning easily by eight goals to nil. Stephens (2), Cornelly, Crawley and Toal got through in the first half for the season was held. "Diana" was first to cross the finishing line but pride of place on handicap, went to "Speedwell."

The course of 7.2 miles was from the Club (at North Point) to Channel Rocks (port), mark on line (starboard), Cust Rock buoy (s), Chapel Rock (p), and back to Club.

The start was at 2.45 p.m. In the times given below, yachts are set down in order of actually finishing, positions gained on handicap (i.e., according to corrected time) being mentioned in brackets.

R.H.K. YACHT CLUB

Second Corinthian Race Result

SEVEN DID NOT FINISH

Seven out of thirteen of the racing yachts of the Royal Hong Kong Yacht Club failed to complete the course yesterday when the second Corinthian race of the season was held. "Diana" was first to cross the finishing line but pride of place on handicap, went to "Speedwell."

The course of 7.2 miles was from the Club (at North Point) to Channel Rocks (port), mark on line (starboard), Cust Rock buoy (s), Chapel Rock (p), and back to Club.

The start was at 2.45 p.m. In the times given below, yachts are set down in order of actually finishing, positions gained on handicap (i.e., according to corrected time) being mentioned in brackets.

Finishing Corrected TIME

Diana (2nd) 4.23.32
La Linda (3rd) 4.28.12
Speedwell (1st) 4.35.45
Daphne (4th) 4.46.02
Blue nose (5th) 5.09.30
Alisa (6th) 5.09.59

Did not finish: — Gael, Pierrette, Adanac, Therla.

"Devil Take"

The following are the starting times for the "Devil Take" the Hindmost race (for cruisers) to be sailed to-day:

a.m.

Chinook 9.45
Supe 10.05
Lady Jean 10.05
Iris 11.25
Curlew 10.45
Typhoon 10.50
Feathers 10.55
Norseman 11.00
Queen Bee 11.00
Coquette 11.05
U and I 11.20
Wanderer 11.20
La Cigale 11.45

The finishing time limit is midnight.

A preparatory gun will be fired at 9.40 and a gun to start to "Chinook" at 9.45. After this two white discs will be hoisted two minutes before the time of start for each succeeding yacht—the recall number of the yacht will also be hoisted—and the fall of the second disc will be the official time for the start of the yacht or yachts concerned.

A yacht may cross the line before the fall of the disc but three times the time she is ahead of her proper time will be added to her finishing time; alternatively, the time a yacht is behind the fall of the disc will be added to her finishing time.

These teams gave quite a bright exhibition at Happy Valley, and an exciting finish saw the Gunners retire victorious by the odd goal in three.

There was practically nothing in the opening half, both sides setting up brisk attacks which kept the respective custodians busy. Allen and Schofield were conspicuous in the Artillery forward line, while Leonard and Lion were the pick of the St. Joseph's quintette. Five minutes before the interval the Gunners took the lead through Allen.

Half-time:—

R.A. 1
St. Joseph's 0

ST. JOSEPH'S v. R.A.

Bright Display and Exciting Finish

These teams gave quite a bright exhibition at Happy Valley, and an exciting finish saw the Gunners retire victorious by the odd goal in three.

There was practically nothing in the opening half, both sides setting up brisk attacks which kept the respective custodians busy. Allen and Schofield were conspicuous in the Artillery forward line, while Leonard and Lion were the pick of the St. Joseph's quintette. Five minutes before the interval the Gunners took the lead through Allen.

Half-time:—

R.A. 1
St. Joseph's 0

</

A FEW GAMES ONLY

End-of-Season Cricket in the Colony

"A HONG KONG XI" v. THE REST

Service Player Scores Century for Club 2nd Team

As has been the case during the last few weeks, there was only a comparatively small programme of cricket matches yesterday, but a fixture on the Hong Kong C.C. ground provided considerable interest.

"A Hong Kong XI," not quite the best side that the Colony can put together, rather easily accounted for a team picked from "the rest."

A lone fixture in the second division was the only League match. The hard and true wicket, generally, afforded little help to the bowlers, with the result that high scoring was more in evidence than usual.

11. Maxwell scored a century for the Hong Kong C.C. 2nd XI.

"A HONG KONG XI" v. REST

On the H.K.C.C. ground, a Hong Kong XI defeated a team chosen from the rest of the Colony by six wickets.

For the winners, Brace was in fine form with the ball and brought about a collapse after "the rest" had put on 87 runs for the loss of four wickets. E. C. Fincher, going in first, batted patiently for 68 but received little support from his colleagues, the whole side being dismissed for 126. Brace returned the remarkable analysis of 7 for 12.

"The Hong Kong XI" had matters much their own way and compiled 171 runs after winning with six wickets in hand. Pearce played a stylish innings for 66 while Brace helped with 33. Taking four wickets for 32, Capt. Dobbie was the most successful bowler for the losers. Scores:-

The Rest

E. C. Fincher, c O'Brien Hughes, b Brace	68
E. F. Fincher, c Wales	14
F. I. Zimmerman, b Bowker	6
K. Parkhurst, c Bowker, b Brace	16
Capt. A. G. Dobbie, c Bowker, b Brace	0
E. J. R. Mitchell, st Pearce, b Owen Hughes	5
F. C. Baker, c Anderson, b Brace	6
Lt. C. H. C. Singleton, R.N., c Anderson, b Brace	9
H. V. Parker, not out	5
A. T. Lee, c Pearce, b Brace	0
Pty. Lt. G. M. Waters, R.N., c Bowker, b Brace	1
Extras	2
Total	126

BOWLING ANALYSIS.

O. M. R. W.				
Wales	13	2	47	1
W. C. Hung	5	0	14	0
Bowker	9	3	16	1
Brace	10	5	12	7
Owen Hughes	6	0	23	1
Anderson	3	0	12	0

A Hong Kong XI.

A. W. Hayward, b Parker	14
D. J. N. Anderson, c Zimmerman, b Dobbie	6
T. E. Pearce, b Dobbie	65
W. Brace, c Dobbie, b A. T. Lee	33
H. Owen Hughes, c E. F. Fincher, b Parker	7
W. C. Hung, c Zimmerman, b Dobbie	6
R. H. Wright, c and b Dobbie	4
H. R. B. Hawcock, not out	19
A. C. L. Bowker, run out	0
C. D. Wales, lbw, b Parker	0
Rev. E. K. Quick, lbw, b Singleton	12
Extras	3
Total	171

League II

C.S.C.C. 2ND v. UNIVERSITY 2ND

At Happy Valley, the Civil Service C.C. 2nd XI defeated the second team of the University by 63 runs.

In spite of an unfortunate accident to one of their opening batsmen, the home team set the visitors 121 runs, the top-scorer being Kelly (36). The University bowling was consistently good, although not particularly destructive.

Kelly and Edmonds shared eight wickets between them for 20 and 32 runs and were greatly responsible for the victory of the C.S.C.C. Only two Varsity batsmen reached double figures, the total of the side being 68.

The game was somewhat marred by the injury to Westlake who, in his usual aggressive style, attempted to pull the first ball of the match for a four but, mistiming, met it with the left eye. The wound bled profusely and the player had to be taken to the Royal Naval Hospital for treatment. He was unable to take any further part in the match. Scores:-

Civil Service C.C. 2nd XI.

H. F. Westlake, retired hurt ..	0
F. E. Booker, c sub, b Chan Fook ..	0
J. F. Wilmett, b Chan Fook ..	12
V. H. Chittenden, c Osman, b Chan Fook ..	13
R. R. Davies, c Barma, b Hipoola ..	1
Hipoola ..	121
W. H. Edmonds, c Chapp Fook ..	12
H. F. Harper, b Chan Fook ..	0
D. R. Kelly, c sub, b Baker ..	36
T. W. Carr, not out ..	26
B. E. Maughan, b Baker ..	1
Extra ..	0
Total ..	121

BOWLING ANALYSIS.

O. M. R. W.			
Baker	64	0	31
Chan Fook	9	2	29
Hipoola	5	0	43
Osman	1	0	17

University 2nd XI.

A. B. Suliman, c Eldridge, b Edmonds ..	25
H. T. Barma, c Wilmett, b Edmonds ..	25
M. R. Osman, lbw, b Edmonds ..	0
A. Chan Fook, c Carr, b Kelly ..	4
F. Hipoola, b Kelly ..	7
A. Baker, run out ..	1
G. Yeoh, c Carr, b Kelly ..	0
A. A. Aziz, lbw, b Kelly ..	7
R. T. Luke, b Edmonds ..	4
K. P. Gan, not out ..	4
Extras ..	2
Total ..	58

BOWLING ANALYSIS.

O. M. R. W.			
Edmonds	102	1	32
Eldridge	2	0	4
Kelly	8	3	20

Friendly Matches

"EWO" v. "TAIKOO"

The Chinese R.C. ground at Causeway Bay was the venue of a "chong" match, "Ewo" (Messrs. Jardine, Matheson & Co., Ltd.) losing to "Taikoo" (Messrs. Butterfield & Swire) by three wickets.

Hinton, bowing well for B. & S., took six wickets for 21 runs and helped in a large way to dismiss Jardine's for 128. Caxon (37) and Macdonald (45) scored freely for the losers but Grieve (18) was the only other double-figure contributor.

Dowler's stand for 41 paved the way to victory for Taikoo. Newbigging bowled steadily, but his six wickets were rather expensive. The Ewo attack was, on the whole, inclined to be weak. Scores:-

"Ewo" (Jardine's)

E. A. Simon, b Hinton ..	0
W. L. Smith, b Moor ..	0
W. D. F. Wilson, b Hinton ..	1
R. E. Coxon, b Hickling, b Dowler ..	37
D. L. Newbigging, b Hinton ..	4
T. R. Macdonald, c Telfer, b Hinton ..	46
N. L. H. Rafton, c Roberts, b Gillingham ..	5
J. Kendrew, b Hinton ..	6
R. Grieve, c Dowler, b Moor ..	18
G. Puncheon, b Hinton ..	3
R. E. Macdougall, not out ..	0
Extras ..	7
Total ..	126

BOWLING ANALYSIS.

O. M. R. W.				
Wales	13	2	47	1
W. C. Hung	5	0	14	0
Bowker	9	3	16	1
Brace	10	5	12	7
Owen Hughes	6	0	23	1
Anderson	3	0	12	0

A Hong Kong XI.

A. W. Hayward, b Parker	14
D. J. N. Anderson, c Zimmerman, b Dobbie	6
T. E. Pearce, b Dobbie	65
W. Brace, c Dobbie, b A. T. Lee	33
H. Owen Hughes, c E. F. Fincher, b Parker	7
W. C. Hung, c Zimmerman, b Dobbie	6
R. H. Wright, c and b Dobbie	4
H. R. B. Hawcock, not out	19
A. C. L. Bowker, run out	0
C. D. Wales, lbw, b Parker	0
Rev. E. K. Quick, lbw, b Singleton	12
Extras	3
Total ..	171

BOWLING ANALYSIS.

O. M. R. W.				
Dobbie	15	3	32	4
A. T. Lee	6	0	25	1
Parker	15	1	51	3
Baker	4	0	23	0
Waters	1	0	14	0
E. F. Fincher	5	0	20	0
Singleton	3.3	1	3	1

League II

C.S.C.C. 2ND v. UNIVERSITY 2ND

At Happy Valley, the Civil Service C.C. 2nd XI defeated the second team of the University by 63 runs.

In spite of an unfortunate accident to one of their opening batsmen, the home team set the visitors 121 runs, the top-scorer being Kelly (36). The University bowling was consistently good, although not particularly destructive.

Kelly and Edmonds shared eight wickets between them for 20 and 32 runs and were greatly responsible for the victory of the C.S.C.C. Only two Varsity batsmen reached double figures, the total of the side being 68.

The game was somewhat marred by the injury to Westlake who, in his usual aggressive style, attempted to pull the first ball of the match for a four but, mistiming, met it with the left eye. The wound bled profusely and the player had to be taken to the Royal Naval Hospital for treatment. He was unable to take any further part in the match. Scores:-

Hong Kong C.C. 2nd XI.

A. W. Hayward, b Parker	14
D. J. N. Anderson, c Zimmerman, b Dobbie	6
T. E. Pearce, b Dobbie	65
W. Brace, c Dobbie, b A. T. Lee	33
H. Owen Hughes, c E. F. Fincher, b Parker	7
W. C. Hung, c Zimmerman, b Dobbie	6
R. H. Wright, c and b Dobbie	4
H. R. B. Hawcock, not out	19
A. C. L. Bowker, run out	0
C. D. Wales, lbw, b Parker	0
Rev. E. K. Quick, lbw, b Singleton	12
Extras	3
Total ..	171

BOWLING ANALYSIS.

O. M. R. W.				
Dobbie	15	3	32	4
A. T. Lee	6	0	25	1
Parker	15	1	51	3
Baker	4	0	23	0
Waters	1	0	14	0
E. F. Fincher	5	0	20	0
Singleton	3.3	1	3	1

League II

C.S.C.C. 2ND v. UNIVERSITY 2ND

At Happy Valley, the Civil Service C.C. 2nd XI defeated the second team of the University by 63 runs.

In spite of an unfortunate accident to one of their opening batsmen, the home team set the visitors 121 runs, the top-scorer being Kelly (36). The University bowling was consistently good, although not particularly destructive.

Kelly and Edmonds shared eight wickets between them for 20 and 32 runs and were greatly responsible for the victory of the C.S.C.C. Only two Varsity batsmen reached double figures, the total of the side being 68.

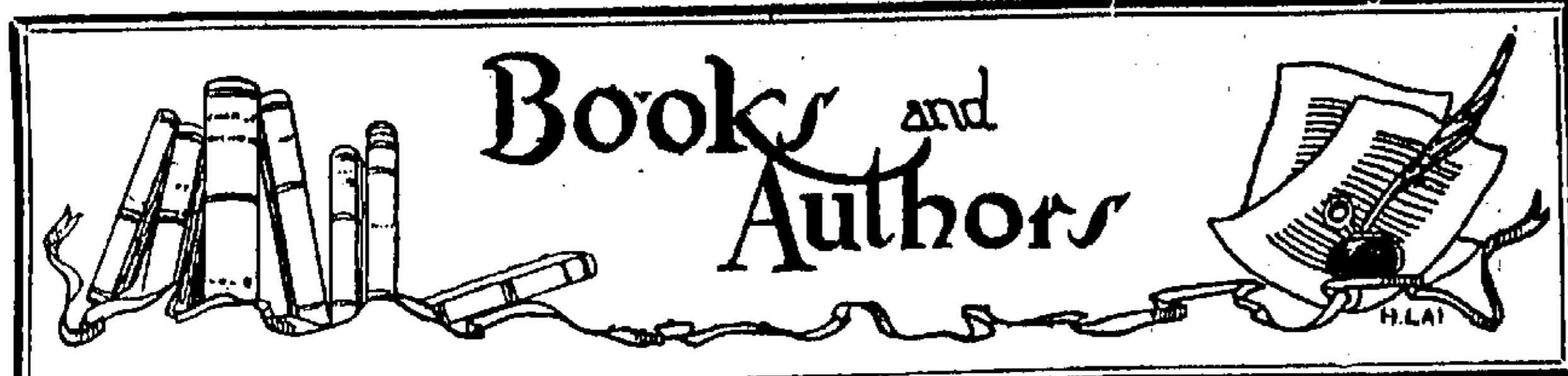
The game was somewhat marred by the injury to Westlake who, in his usual aggressive style, attempted to pull the first ball of the match for a four but, mistiming, met it with the left eye. The wound bled profusely and the player had to be taken to the Royal Naval Hospital for treatment. He was unable to take any further part in the match. Scores:-

Hong Kong C.C. 2nd XI.

Lt. W. A. H. Maxwell, at Mackay, b Lee ..	120
K. H. Batger, run out ..	2
H. J. Armstrong, c Mackay, b Gregory ..	16
Police R.C.12 0 0 9 7 7	12
R.A.O.C.9 2 0 7 6	9
Electric R.C.41 0 8 8 3	2

Division I.

P. W. D. L. Pts.
Hong Kong C.C. 8 6 2 0 20
University 8 5 1 2 16
Kowloon C.C. 8 3 3 2 12
Indian R.C. 7 3 2 2 11
Royal Navy 8 3 1 4 10
Royal Artillery 8 3 0 5 9
Chinese R.C. 7 2 1 4 7
Craigengower C.C. 8 1 3 4 6
Civil Service C.C. 8 1 3 4 6

**"HERALD" REVIEWS****New Book On China's Greatest Sage**

[*"Confucius and His Quest"*, by Maurice Magre; Thornton Butterworth, £1.]

It is not easy to classify this book which is an attempt by the distinguished French poet and novelist to illuminate the personality of China's greatest sage rather than an exhaustive chronicle of his life, an imaginative reconstruction of the ancient Chinese world of thought and fantastic imagination. We certainly learn much about the character of Kung Fu-Tze, and more than a little about his older contemporary, Lao Tze, but whether we get correct impressions is moot point. We do not think many Chinese would agree with Monsieur Magre's findings.

In spite of quaintness of phrase and a strong effort after local colour and celestial naïveté the flavour of the irony is more French than Chinese and the tone of the philosophy rather Gallic than Eastern. The author seems to think more of Lao Tze's abstract philosophy than of the practical ethics of Confucius, and in one sentence we see his estimate of Confucius whom he describes "as accurate as justice, cold as morality, inexorable as boredom." Again, as a result of the austere rule of Confucius as prime minister in the ancient Kingdom of Lu, we get: "Happiness diminished as prosperity and morality increased. Boredom, lack of initiative, and the absence of motivating force engendered stupidity. Virtue reigned in the Kingdom of Lu."

Our author, while not withholding his need of admiration, considers China's venerable sage as a bit of a bore. Thus "He had a deep sense of justice, but his conception of it was inevitably tiresome. He professed the sincerest love for his fellowmen; but his love had a buckler of obligations and rules which rendered it almost as odious as hate." In short Mons. Magre regards Confucius as a killjoy. On page 145, where we read of the sudden fall of the

MEXICAN LIFE**Captain's Quarrel With Brigand**

[*"The Sentinel of the Desert"*, by Jackson Gregory; Hodder and Stoughton, 7s.]

This fascinating story of Mexican life describes the adventures of one "Captain Hawk" and his quarrel with a brigand Blondino. Hawk arrives, one evening, at a place named The Hidden Hacienda, which is a gambling den run by El Topo. Here he meets Blondino and, during the course of a game of cards, threatens him, and finally escapes taking with him a considerable sum of Blondino's money. In escaping he meets a beautiful girl, from whom he obtains much valuable information regarding the movements of the ringleader of the gang running the gambling den. Acting upon this information he goes into the desert as far as the Blue Smoke Hills, where gold has recently been discovered.

Blondino and his gang also arrive and the little camp becomes a theatre of war. Twice does Captain Hawk save Blondino from being lynched, and also enables him to escape. Later he runs him to earth in his headquarters, to

H. G. WELLS
"King Who Was A King"

[*"The King Who Was a King"*, by H. G. Wells; Benn, 7s.]

Dressed in an elaborate cover title, the latest of Mr. H. G. Wells's contributions to our literature, is perhaps the most original that he has ever written. He deals with the film industry and the production of a film that is of practical use to the world in general. There is a two-fold appeal—one to the great army of film fans and the other to the novel reading public; and to both this book must be more than interesting.

The story is such as Mr. Wells usually produces, one written round a central theme which in this case can be summed up as "can one man be allowed to bring millions of others to misery and horror?" In a way it reminds one of Anthony Hope's stories of small Kingdoms, but the simplicity of style, and the detailed directions so necessary since this is a film scenario as well as a novel, make a world of difference; in fact, they cause this to be perhaps the most peculiar book that has been produced for many years.

The introductory chapter is a clever and well written analysis of the film industry, its growth, its defects, and its influence on modern thought. This alone is a splendid example of Mr. Wells's uncanny method of putting before us problems in an interesting manner.

Should this "Book of a Film" ever be screened it will be a wonder film, and will also, if its lessons are taken to heart, do good in a world that is undoubtedly tired of strife and profiteering, since it is against both.

which place he has taken La Guera, the girl who gave Hawk information.

The end of the story is quite conventional, being the usual triumph of right over wrong, but the story itself is unique in many ways and is well worth reading.

MODERN ILLS**Some Suggested Remedies For Them**

[*"Not This Man But Barabbas"*, by W. G. Curtis Morgan; Cecil Palmer, 7s.]

The story opens in a little Welsh village, Sharon, near Swansea, at the home of Sir Richard Selwyn, Cwmddu. Sir Richard had been knighted for public services during the war, and had purchased this estate, the old home of the Cymric Princes. David Selwyn, the son, has fallen in love with a pretty widow who, unfortunately for his mother's ambitions, is poor and the daughter of a local gardener. Sir Richard and Lady Selwyn do all that is in their power to prevent the marriage, as also does David's great friend, Riva Siva, who visits Cwmddu.

The wedding takes place and the newly married pair go to London but receive no help from anyone. In London things go from bad to worse; the small stock of money gradually dwindles; and David is forced to go out playing his beloved violin to the theatre crowds. By this time they are living in a squalid slum. Then Mary, the wife, develops consumption and dies, leaving her son in the care of David, and a slum friend, Rosie. Riva Siva finds David and helps him to obtain work, at the London docks, but in a fight with a Bolshevik strike leader David is thrown into the dock and pneumonia follows. His mother, relenting, rushes to his bedside only to find he is dead.

Thus ends the first part of the book and the actual appearance of the Selwyn family in it. The second part, under the name of Riva Siva, analyses the life of that gentleman and shows how it was influenced by the painful experiences of his friend David. Riva Siva meets a Lady Pace at Princeton with whom he falls in love, and to whom he outlines his scheme for World Peace. This he means to establish by a Nordic Confederation, and he explains it to Lady Pace at great length.

He finally marries Rosie, the slum friend of David Selwyn, and, as she is living by this time in the house in Wales, settles down there.

The second part of the book leaves one with a far more cheerful outlook on life than the first, which is merely a catalogue of failures. Considering the length, 388 pages of fairly close type, this story is enthralling, mainly because it points out several of the most pressing of modern evils, and does suggest quite reasonable remedies.

MEANING OF LIFE**Theosophical Society Lecture****MATERIAL EVOLUTION**

At this week's public meeting of the Hong Kong Lodge The Theosophical Society on April 4, at the Theosophical Hall, Mercantile Bank Building, Mr. John Russell, the President of the Lodge, delivered an address on "The Meaning of Life." He said in brief:—

Seeing in the material aspect of Nature merely the means by which the Spiritual Universe unfolds, Theosophy studies and reveals the laws of the unfolding life, within all forms, as the origin and directing factor of all material manifestation. Theosophy offers a philosophy, an explanation of life, which, not denying the facts of science, shows that the wastefulness in nature is only apparent, and that there is a higher purpose at work which is not visible to materialistic science. That purpose is: the evolution of life which is going on continuously behind the evolution of forms, and it is for the purpose that life might unfold that material evolution takes place. Theosophy proclaims that life is something altogether independent of matter, and that it can exist entirely apart from physical organisms. Life unfolds by means of the experience it receives through this and all organisms, all material forms are merely the instruments of experience—the vehicles through which the life within contacts the outer world and by reaction to outer conditions, develops its innate powers.

An Intelligent Purpose

Life never dies, the experiences it has accumulated are not lost when the form is broken. It stores them within itself and uses them as a foundation, as mould to build new and higher; more efficient organisms. It matters little when the form perishes, the life continues, enriched by the experiences it has received through the evolution it has received through the life within. The evolution of the life within contacts the outer world and by reaction to outer conditions, develops its innate powers.

life. There is an intelligent purpose at the foundation of our universe, and that purpose rests on an invisible bedrock of Law. This law regulates and sets the stage for our repeated descent on earth.

Man is an immortal Ego, essentially Divine, bearing within himself all the goodness, the beauty, the love of his Divinity. It is to awaken these within himself, to unfold them from latency to a full and radiant manifestation, to lose himself in them, to become IT, he returns to earth again and again clad in ever higher forms, and learns, through suffering and joy the effects of causes set going by himself,—to know himself as Divine. The law is that causes set going by a man in one life work themselves out as effects in this and succeeding lives. This relationship, cause and effect, is the ruler of our destiny, and destiny is thus self made by each man and nation for himself.

A Mental Image
From our physical, emotional and mental vehicles, as well as from our spiritual self go continually forth actions, desires, thoughts, aspirations and divine ideas which remain with us, as part of our consciousness. All thoughts, reflections, desires, ideas, aspirations and hopes, fleeting as they may be, leave an imprint on the mind in the shape of a mental image, and when, at death, man leaves his physical body behind, he carries away with him these mental acquisitions, which will condition his character and surroundings and "destiny" for his next life on earth. Such are the far-reaching effects of his experiences, joyous or painful; of his actions toward others, pleasure giving or harmful; of his ambitions, noble or base; of his desires, selfish or unselfish. Whatever a man sows, that he inevitably reaps, here, hereafter and on rebirth on earth. Every act, thought, desire and ideal, is so much force thrown out into the Universe, to which the Universe unfailingly reacts, and this reaction, falling in due time upon the actor, we call destiny. The threads of destiny are, therefore, of our own weaving, and while in ignorance in the past we have created a destiny that puts undesirable limitations around us,

we at any moment have the power to recreate, to send out new thoughts, to build a new destiny that will give us everything we hold desirable. By our thoughts and actions, desires and ideals do we create this destiny. Let us therefore choose right, and see that our thoughts and actions, desires and ideals deal with Truth and will bring to us the things most needed for our happiness and spiritual development.

No Blind Chance
There is no such thing as blind chance, as immutable Law holds good throughout the Universe. What people by "chance" really mean is that the cause for a certain occurrence is obscure, and cannot, therefore, as yet be provided for. Whilst he who studies and observes the working of the law of cause and effect in life, learns to guide his destiny with a firm hand, the ignorant or careless has to suffer not realising that suffering is avoidable to him who harmonises his whole being with the Law. All life is a game in which certain forces are in operation, and it is only the man who disregards the existence of the law who continues in suffering. The man who places his reliance in the will of a personal Deity is at the other end of the scale from the one believing in blind chance. Such a man believes that God wills beforehand everything that is to occur, and that nothing can, therefore, happen but what is willed and has the approval of God. It is an entirely unreasonable, fatalistic attitude, due to an incomplete understanding of the Law, and denies man any free will and power of choice, which man certainly possesses. Whilst final attainment is assured to all, yet the ways leading to it may be chosen by each man for himself.

The gross receipts of the two Dancing Displays given by Miss Violet Capell amounted to \$1,200. Miss Capell has taken with her \$20 which she will be handing to Viscount Knutsford for the London Hospital, and two other local charities are benefiting also.

The ninth annual dinner of the Queen's College Old Boys' Association will take place on April 20, at 8 p.m., in the College hall.

VARSITY LECTURES**Some Curiosities of Mathematics****INVITATION TO PUBLIC**

Under the auspices of the Hong Kong University Engineering Society and Arts Association two lectures on "Curiosities of Mathematics and Mathematical Philosophy" will be given by Captain J. L. P. Macnair, R.A.

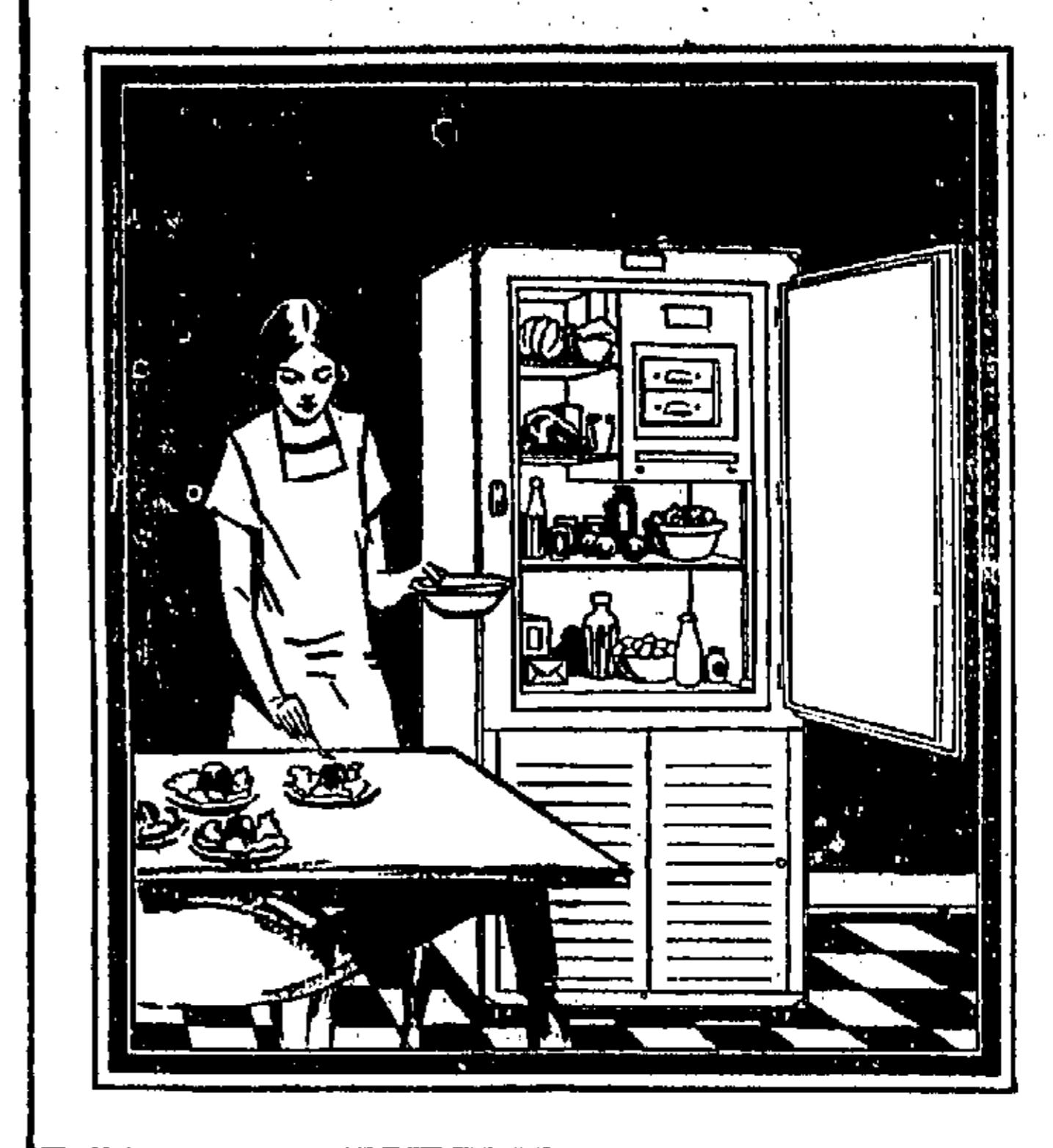
These lectures will deal in a semi-popular way with: Philosophy as the parent of Science; the mysteries of zero and infinity and the fourth dimension; the problems of simultaneity, relativity, gravitation; irregularity of time and inconstancy of size; and, by way of conclusion, with some applications of Mathematical Philosophy to standards and criteria of civilisation.

Captain Macnair is already known to music-lovers in the Colony, by his contributions to concerts at the Helena May Institute, both as instrumentalist and composer. All who are interested to hear his discourse on Mathematical Philosophy are cordially welcome to attend these lectures at the University.

The first lecture will be given on Monday evening, at 8.30 o'clock and the second on Friday, April 26, also at 8.30 p.m. On both occasions the meeting place will be Room "K" of the main building.

Two bridge parties are being given in the near future in aid of the funds of the H.K. Women's Guild and Ministering Children's League. The first is to be held on H.M.S. "Tamar" on April 18 at 8.30 p.m. Tickets, price \$2 per player, and full particulars, can be had from Mrs. Byron, Peak Hotel. On May 2, a bridge party is being given at the Taikoo Club tickets for which can be obtained from Mrs. McCormack, Quarry Bay School.

We are informed that the concert of light music, which was arranged by the Benevolent Society, to be held in the Helena May Institute on April 16, has been postponed.

**Have your Frigidaire Now
Benefit by its economy as you pay for it**

IT'S so easy to have Frigidaire.

A visit to our showroom, a selection of model, a small down payment and at once and forever after you'll be independent of ice supply.

All your foods will be better kept. You will have plenty of ice cubes for table use. You'll

wonder how you ever got along without Frigidaire.

Come in and see Frigidaire. Get prices, terms, estimates on operating cost. Prove to yourself that Frigidaire is not only a marvelous convenience, but a real economy. Call or phone for a demonstration

FRIGIDAIRE
Product of
GENERAL MOTORS

Sole Distributors for Hong Kong & South China.

DODWELL & CO., LTD.

Tel. C. 1030.

Eighteen Interesting**H.M.V. RECORDS**

you should add to your collection.

B - 2375	{ Chelsea Fayre (Goss-Custard)	Organ	Reginald Goss-Custard
	{ Londonderry Air (arr. F. Bridge)	"	"
B - 2485	{ The story of Lady Godiva—Part 1	John Henry & "Blossom"	
	{ The story of Lady Godiva—Part 2	"	"
B - 2615	{ For All the Saints (Vaughan Williams)	Temple Church Choir	
	{ Mine eyes have seen the Glory (W. Davies)	"	"
B - 2652	{ Wipers March (Darewski)	Coldstream Guards Band	
	{ Garde Republicaine (Emmerson)	"	"
B - 2689	{ Down Here (Brahe)	Manuel Hemingway	
	{ Sombre Woods (Lully)	"	"
B - 2780	{ A Bedtime Story—Part 1	Wish Wynne	
	{ A Bedtime Story—Part 2	"	"
B - 2820	{ Concert Mazurka, p 126 (Calage)	Mandoline	Mario de Pietro
	{ Frivulous Joe (de Pietro)	Banjo	"
B - 2862	{ Why do I love You? ("Show Boat")	Organ	Edward O'Henry
	{ Make Believe ("Show Boat")	"	"
C - 1482	{ Fairings (b) Come to the Fair	Percy Hemingway	
	{ Jock the Fiddler (b) The Ballad-Monger	"	"
C - 1498	{ Storm on the Volga (Pastchenko)	Russian State Choir	
	{ Storm on the Volga—Part 2	"	"
C - 1502	{ The Chocolate Soldier ("Chocolate Soldier")	Melville & Oldham	
	{ Sympathy ("Chocolate Soldier")	"	"
C - 1561	{ Songs of Scotland	Light Opera Company	
	{ Songs of Ireland	"	"
C - 1581	{ Kate in the Call Box (Herbert)	Angela Baddeley	
	{ Reducing ("Trials of Topsy")	"	"
C - 1584	{ Song of the Sea—Vocal Gems (Kunneke)	Light Opera Company	
	{ Song of the Sea— " " " " "	"	"
C - 1585	{ Plantation Songs	Paul Robeson	
	{ Plantation Songs	"	"
C - 1591	{ Roll away Clouds ("Virginia")	Paul Robeson	
	{ Mammy (arr. Robeson)	"	"
C - 1592	{ Good old Songs—Selection (with vocal refrain)	Jack Hylton's Orch	
	{ Good old Songs— " " " " "	"	"
E - 492	{ Le Petit Ane blanc (The little white donkey)	Beno Moiseiwitsch	
	{ Bococo (Palmgren)	Piano	"

Many others of equal interest in stock. Ask for a complete list.

S. MOUTRIE & CO., LTD.
(Victor Distributors),
CHATER ROAD.

GOEDECKE MEDICINES

are scientific Preparations prescribed all over the world by modern physicians and hospitals.
VEGANIN-GOEDECKE: fast acting PAIN KILLER in neuralgic-reumatic diseases, headaches, toothache, influenza, pneumonitis, palpitation of the heart, sciatica, coughs, etc. No bad side-effects, fast recuperation.

In Tubes of 10 tabloids to the public and physicians.
ANUSOL-GOEDECKE: fast acting non-toxic, non-corrosive suppositories against HAEMORRHOIDS. Painless evacuation, removes constipation from stasis of feces. Only genuine with name Goedecke. No substitutes exist for Anusol-Goecke.

Sealed boxes of 10 suppositories for public and physicians.
ARHOVIN-GOEDECKE: (taken by mouth) against acute, chronic, simple or complicated GONORRHOEA, PROSTATITIS, EPIDYMITIS, CYSTITIS, PYELITIS. No side-effects on gastro-intestinal canal or kidney system. Contains no balsam. Quick cure.

Bottles of 30 capsules, to public and physicians.
TARGESIN-GOEDECKE: most modern preparation against anterior and posterior Gonorrhoea. Rapid cessation of secretion, Painless, free from irritation, strongly bactericidal, antiphlogistic, of "deep" action.

To physicians and hospitals only, bottles of 10 Gramm.
OBTAIABLE AT ALL LEADING CHEMISTS AND DEPARTMENT STORES.

Sole Agents:
ERIC ALLUM, CHOW & CO.

Hongkong.

18, Connaught Road, Central



Hong Kong
Drought
27 Years Ago

Recourse to the use of steel tanks near the Praya, at Sutherland Street and Western Street, recalls the drought of 27 years ago when tanks had to be constructed, from which to supply the people of Hong Kong Island with water from the mainland. In those times the tanks were of brick. The ones of to-day are of steel. Two more are being put up for use at present, nearer the central district than the first two. And, by a coincidence, it is also remembered that an official in the Water Office of the Public Works Department, who took an important part in the erection of the brick tanks 27 years ago, is still with the Department and, by a coincidence or not, had much to do with the steel tanks of 1928-9.

* * *

Taipans' no doubt be struck Imaginary with awe by the Labour great number of Committees existing in this little Colony, and which function in almost everything. The impression one naturally gathers at first sight is that we are all living in Utopia. Nothing can go wrong and the citizens' welfare and interests are most assiduously studied by one Committee or another. Unfortunately this is only an illusion. Anyone who has resided in Hong Kong for any length of time, will find that many on our Committees enjoy only seeing their names in print. They certainly do a lot of talking, but, whatever the subject under discussion may be, it goes no further. Serving on Committees is a common pastime of some taipans. It may be a curious form of pleasure, but it certainly appeals to those who are on the higher pedestal in the Colony. In accepting an invitation to serve on a committee, one at once becomes more dignified and important. It also provides the means of spending not only the whole of one's leisure hours, but also a great portion of one's working days. Our various Committees sit often—in fact, much too often—but what tangible results can they show? Have they done anything for the advancement of the various interests of the Colony? The War Memorial Hospital Committee has been sitting for several years—(some of the original members are now dead)—and yet what concrete result have they achieved? Therefore the question arises to what purpose is many of our committees? Nevertheless, they all take a keen delight in "serving," probably because the joy of deliberation is greater than the sense of achievement. There is a deep craving in the human soul to meddle in as many concerns and other people's affairs as possible. And "serving" on Committees helps to satisfy that craving!

* * *

Captain B. P. Mac-Transport Mahon, R.N. (re-Officer, tired) has been appointed S. e. a. Transport Officer, China, in succession to Captain E. L. Grieve, D.S.O. He was employed on special duty in China during 1927-8, and formerly served in the Operations Division. During the late war he was Staff Officer with Vice-Admirals Sir Douglas Gamble and Sir F. C. Doveton Sturdee in the Fourth Battle Squadron of the Grand Fleet.

* * *

Weary of Hong Kong's year that Attractions the officers and men of the China Station Flagship grow weary of the attractions of Hong Kong. This is by S.G.H.L. in the "Singapore Free Press." In an article entitled "Away to Wei-hai-wei!" he reveals a number of Royal Naval "secrets" pertaining to the China Station. The writer refers, inter alia, to most of the Treaty ports on the China Coast, the West River and the Yangtze. And he says:—Concurrently, but for more valid reasons, the activities of the Commander-in-Chief and his Staff are concentrated on the preparation of a "Summer Programme" for the Squadron. Long and bitter experience of former programmes chiefly remarkable for their failure to materialise (due to reasons not remotely connected with the political situation in China) has failed to damp entirely the enthusiasm of the naval "Brass Hats" in their production of this hardy annual.

* * *

The Fleet Gunner Officer, the Fleet Tactical F.leet Torpedo Exercises Officer, the Fleet Signal and Wireless Officer, the Fleet Engineer Officer and the Fleet Aviation Officer, collectively, evolve a formidable schedule of Annual Exercises calculated to extend the efficiency of the ships of the China Squadron to breaking point. The Staff Officer (Operations) and the Fleet Navigator, between them, give birth to a series of complicated Tactial Exercises. The Fleet Marine Office produces deeply laid plans for Annual Musketry and Field Training, the bugbear of Ward Room Servants and Officer's "barmen"! The Fleet Accountant Officer submits his bright and sometimes original ideas for keeping His Majesty's Ships complete with Stores and Money, and last, but not least, the Fleet Physical Training and Recreation Officer compiles a stirring Fixture List for competitive events embracing all forms of sport from Boat Sailing to "Shove-a-penny"!

* * *

A member of Do Barristers Parliament gave "Kill" notice in mail Litigation? week of a question to the Attorney-General concerning the fees of counsel. The suggestion is that the fees might be subject to regulation. The reply has not yet come to hand, but a correspondent has asked if "the leading barristers in the Colony 'kill' litigation by charging too much"? We are aware of the fact that occasional thought has been caused by the amounts on the briefs and refreshers of the leaders of the local Bar, the best known being \$1,000 and \$250, respectively. Some people think this too much. But is it? As a Hong Kong K.C. said, it is not worth his while going into Court for less because he can earn practically as much in Chambers, with retainers, consultations, and opinions, without having to forgo everything else to devote his sole attention to a case in Court. If fees are high and litigation is restricted because they are high, that is largely a matter of circumstance. There are juniors who charge less, but why do clients—and solicitors—almost invariably prefer the handful at the top? A labourer is worthy of his hire, the old saying goes, and one is not compelled to go to Court or to engage the services of counsel whose rates they consider unreasonable.

A reader asks
Where One
Can Be
Married?
in churches and
at the Registry. That, we think,
is largely a matter of personal
opinion. The law, at least, is
clear on the point. And when a
marriage ceremony is performed
in a church, it is recorded, or
should be, at the Registry. It is
interesting to note, though, the
places laid down by the legislature
as to where marriages in this
Colony can be held. There are 26
of them altogether and they are
classified thus in the eyes of the
law:—

Church of England:—St. John's Cathedral, St. Peter's Church (West Point), St. Paul's Church, St. Paul's College Chapel, St. Stephen's Church (West Point), Holy Trinity Church (Kowloon City), St. Mary's Church (Causeway Bay), St. Andrew's Church (Kowloon), All Saints Church (Yau Ma Tei), All Saints Church (Homontun).
Inter-denominational:—The Peak Church, Union Church (Kennedy-road), Union Church (Kowloon), Basel Mission Self-supporting Church (West Point), Basel Mission Self-supporting Church (Shamshui-po).
Roman Catholic:—The Roman Catholic Cathedral, St. Joseph's Church, St. Margaret's Church (Broadwood-road), The Holy Cross Church (Shaukiwan), The Rosary Church (Kowloon).
Wesleyan:—Wesleyan Garrison and Naval Chapel.
Wesleyan Methodist:—Chinese Wesleyan Methodist Church (Caine-road).
Protestant:—Rhenish Mission Chapel (Bonham-road).
Church of Christ in China:—Hop Yat Tong (Bonham-road), Shing Kwong Tong (Sookumpo).

* * *

Captain B. P. Mac-Transport Mahon, R.N. (re-Officer, tired) has been appointed S. e. a. Transport Officer, China, in succession to Captain E. L. Grieve, D.S.O. He was employed on special duty in China during 1927-8, and formerly served in the Operations Division. During the late war he was Staff Officer with Vice-Admirals Sir Douglas Gamble and Sir F. C. Doveton Sturdee in the Fourth Battle Squadron of the Grand Fleet.

* * *

What Dieu et Mon Droit Means

The business of the preliminaries to shaping a course for Wei-hai-wei, the depolarised summer time rendezvous of the China Station Squadron, is entered into with an unmistakable zest by officers and men alike. Little thought is given to their less fortunate contemporaries who are stationed permanently in Hong Kong and in His Majesty's ships on the West and Yangtze Rivers who must perform suffer in durante vile with the advent of the hot and sultry weather. "Dieu et mon droit," in naval circles, may be freely translated as "I'm in the boat—shove off!" and is it not written that the Smooth and the rough shall be endured in equal proportions in the long run? The interval between the date of the issue of the programme and the date of sailing is a period of anxiety tempered only by the gaiety of a round of "Parell Parties" to friends ashore.

* * *

The fortunate married officers Marries whose wives have Officers" accompanied them to the Far East will spend much of their time in making itineraries for their ladies, which may be expected, not unreasonably, to synchronise with the movements of the Flagship so far as funds will allow. The Commander-in-Chief and his staff will scan with more than usual interest the newspaper reports from the Treaty Ports, the presage in the past of the abandonment of many carefully constructed summer programmes. At long last the date of sailing arrives. The bridge of the Flagship becomes the centre of an ordered sphere of activity; the Guard and Band are paraded on the Quarter Deck; the Engine Room telegraphs flick their curt commands and the first turn of the propellers brings confusion to the sceptics and their forebodings. Through the famous Lyemun Pass (shades of Admiral "Jerry Noel") and so out to sea, the Flagship is bound for Wei-hai-wei.

* * *

The Fleet Gunner Officer, the Fleet Tactical F.leet Torpedo Exercises Officer, the Fleet Signal and Wireless Officer, the Fleet Engineer Officer and the Fleet Aviation Officer, collectively, evolve a formidable schedule of Annual Exercises calculated to extend the efficiency of the ships of the China Squadron to breaking point. The Staff Officer (Operations) and the Fleet Navigator, between them, give birth to a series of complicated Tactial Exercises. The Fleet Marine Office produces deeply laid plans for Annual Musketry and Field Training, the bugbear of Ward Room Servants and Officer's "barmen"! The Fleet Accountant Officer submits his bright and sometimes original ideas for keeping His Majesty's Ships complete with Stores and Money, and last, but not least, the Fleet Physical Training and Recreation Officer compiles a stirring Fixture List for competitive events embracing all forms of sport from Boat Sailing to "Shove-a-penny"!

BUSINESS OPPORTUNITY.

CLASSIFIED Advertisements, set-up in this style and inserted in "The Hong Kong Sunday Herald," are speedy and effective in procuring results. Rate 60 cts. for 40 words for one insertion. Bring yours in to 8A, Wyndham Street or Phone C. 4641.

THE HONG KONG

PENINSULA HOTEL;
HONG KONG HOTEL; REPULSE BAY HOTEL;
PEAK HOTEL.

AND
SHANGHAI
ASTOR HOUSE HOTEL; PALACE HOTEL;
MAJESTIC HOTEL.
HOTELS
LIMITED.

In association with the Grand Hotel des Wagons Lits, Peking.

STATION HOTEL

NATHAN ROAD.

Tel. K. 120.—Kowloon — Cables "Termotel."
PRIVATE RESIDENTIAL HOTEL—FINE SITUATION
UNEXCELLED CUISINE.

Most Moderate Terms

New under the personal supervision of the proprietors.

JUST ARRIVED

CHOICE CANADIAN BACON

SLICED \$1.20 per lb.
WHOLE (5 lb. Pieces) \$1.10 "

ENGLISH HAMS

WHOLE HAMS \$1.00 per lb.
HALF \$1.10 "

The Dairy Farm Ice & Cold Storage Co., Ltd.

CHOICEST

CHINA TEA

LOOSE AND IN TINS.

HANGCHOW CHRYSANTHEMUM

KEE MUN BLACK TEA

WHITE PEONY

LUNG TSING

SHUI SIN

JASMIN

ETC.

Try Some!

Try Some!

AT

SINCERE'S

IS ILL-HEALTH
holding you back?

IS weakness, depression, lack of stamina preventing you from getting the best out of life?

Wincarnis is the remedy. It will pour new strength, vim and vitality into your system. It will make you well and happier.

This marvellous tonic wine—recommended by more than 18,000 Medical men—builds up your body and gives it strength to resist illness, and helps you to enjoy life to the full.

Order Wincarnis to-day, and be well.

* Wincarnis is the finest recuperative before and after child-birth.

WINGARNIS

"The Wine of Life."

Local Agents:

H. RUTTON JEE & SON

14, Queen's Building, Central, HONG KONG.

Smith G. Co.

LESSEN THE DANGER

of

FIRE

IN YOUR HOME

by keeping

Foamite Firefoam

Always Handy

SOLE AGENTS FOR HONG KONG AND SOUTH CHINA:
THE UNITED ASBESTOS ORIENTAL AGENCY LTD.

Tel. Central 286.

2, Queen's Building.

Ask For
YOUNG'S
MOUNTAIN DEW
WHISKY.
LONDON DRY GIN.

Stocked By
ALL DEALERS.

Sole Agents:
WAI ON TSEUNG, LTD.
China Building.
Tel. C. 3313.



LESSEN THE DANGER

of

FIRE

IN YOUR HOME

by keeping

Foamite Firefoam

Always Handy

SOLE AGENTS FOR HONG KONG AND SOUTH CHINA:

THE UNITED ASBESTOS ORIENTAL AGENCY LTD.

Tel. Central 286.

2, Queen's Building.

THEATRE ROYAL

THE HONG KONG AMATEUR DRAMATIC CLUB

IN
"THE DOVER ROAD"A Comedy in 3 Acts by
A. A. MILNE.9th, 11th, 12th and 13th April,
at 9.15 p.m.

50% of the profits will be given to

THE MINERS' FUND

BOOKING AT ANDERSON MUSIC CO.,
Prices: — \$3.00, \$2.00 and \$1.00.

Service men in uniform half price to \$1.00 seats.

Just received =

DARWIN BLADES

for Gillette & Autostrop Models.

(Rustless Super-cutting Edge).

THE COLONIAL DISPENSARY,

13, Queen's Road C.

Tel. C. 1877.

SUMMER VACATION.
SPECIAL INCLUSIVE RATES

For trips to JAPAN, INDO-CHINA and JAVA for the Summer Months including return Steamship tickets, hotel accommodation, baggage transfers, and sightseeing. By this method the traveller is relieved of all the annoying details of purchasing tickets, reserving hotel accommodation, etc. A safe and convenient method of carrying your funds during your holidays is by means of our system of Travellers' Cheques. Also be free from anxiety and insure your personal baggage with us at current rates.

All further particulars furnished on application to:

THOS. COOK & SON, LTD.

(Incorporated in Great Britain)

General Foreign Passenger Agents, Pennsylvania Railroad.
and

WAGONS-LITS CO.

12, Peffer Street
Opposite Hong Kong Hotel.
Phone C. 524.Head Office:
Berkeley Street
Piccadilly, London W.I.

PREVENTION
IS BETTER
THAN CURE.

QUINCIN

The sure remedy for cold, influenza,
nasal catarrh, etc.

Obtainable at

THE PHARMACY

(FLETCHER & CO., LTD.)

Asia Building.

Tel. C. 340.

The Viva-tonal Columbia
POPULAR TABLE GRAND

IN OAK IN MAHOGANY

Prices from \$90 Less 10% discount for Cash.

The Anderson Music Co., Ltd.

The Hong Kong Sunday Herald.

(Annual subscription, excluding postage abroad, £.H.K.\$5.50, payable in advance)

HONG KONG HERALD PUBLISHING CO.

No. 3a, WYNDHAM ST., HONG KONG.

Telephone Central 22 & 4641.

Cable Address:—Herald, Hong Kong. All communications should be addressed to the HONG KONG HERALD PUBLISHING CO., to whom remittances should be made payable.

London Offices:—The Far Eastern Advertising Agency (London), Ltd., 36-38, Southampton St., Strand, London W.C.2.

HONG KONG, SUNDAY, APRIL 7, 1929.

A Temperamental Colony

COMPARED with bunches of thorns at Home life in this Colony is for many a garland of roses. The aroma of ease and plenty permeates the atmosphere. The example of the industrious art is soon consigned to the limbo of forgetfulness. If hustle there be at times it is confined to the task of amassing as many dollars as possible and quitting the Colony for good. Therein lies all the explanation that may be sought regarding the spirit of indifference that eats into the soul—indifference to civic problems, indifference to Governmental affairs, indifference to all and everything but one's own charmed circle.

In everything that is done the personal equation counts most. The "willing horse" is found in our midst (even in our own office), it is true, aye ready and able to do the work of ten pressed men in seeking a solution of those ills that truth compels us to declare exist even this Colony with its many numerous "admirers and well-wishers." The very existence of these ills may serve as a reminder that there are civic duties to be performed, and, hence, that there is a call for the functioning of the civic spirit amongst us. But a search for "citizens" in the ordinarily accepted sense of that word would be in vain. Everything is done for us by a paternal Government that brooks not the "Meddlesome Matties" so much in evidence in many other cities that boast of a Municipal Council—the Paul Prys that dare question this and dare question that item of expenditure. Alone does the Government plough its lonely furrow—and is ecstasically in its loneliness. True, it unbends most condescendingly in graciously tolerating the system of nominating Unofficial members to the Legislative Council and the Sanitary Board, and fondly imagines that this sop should suffice to appease the appetites of those few to whom it comes as second nature to perform public duties. If even the whisper or hint of a remonstrance is heard on the part of some more daring residents, there promptly comes the reminder that "old custom" is a precious thing in the Colony and that ancient usage must be preserved at all hazards.

A stream of eloquence, intended to be chilling in its application, is poured forth on any well-intentioned ideas of creating a civic spirit. The Colony has progressed so wonderfully, so marvellously, so surprisingly along the good old lines of eighty odd years ago that it would never do to think of making any change in this year of grace Nineteen Hundred and Twenty-Nine! What was good enough for the residents of the Colony thirty and more years ago must be all sufficient for the present generation. "A people get the kind of Government they deserve." And, contrariwise, a Government gets the kind of people it deserves—sometimes!

"Shake up the Government" declare the critics. "Enthusie the community" declaims the Government. And both find themselves in the long run in the same *cul de sac* of temperament, indifference, and toleration with the things that matter in the daily life of the Colony. Climatic and residential conditions may be advanced for this temperamental trait as it applies to the community. "Red hot" on a subject one day and "stone cold" the next, how can anything savouring of the civic spirit be created, nurtured, and maintained? The community sinks into a groove of thought and inaction—and is too often quite content to stay there until such time as the homeward-bound steamer departs and they leave these shores for ever. Seldom thought for "what might have been," had they individually been less temperamental, less prone to take things as they found and left them. Seldom thought for the work or uplifting that might have been at least essayed during their sojourn amongst us had they been truly animated with the spirit of real progress and had they truly believed in the immense potentialities of this Colony.

It may be that a succeeding generation will be found endowed with the greater qualities of which true citizens are made, and that a future administration will be entrusted with the pleasurable task of assigning to the community its rightful share in the civic government of a Colony wherein all should take their stand on the same platform of citizenship first, last, and all the time.

HONG KONG FAIRY STORIES

THE "HERALD" CALENDAR

April 7, 1866.—Hong Kong Mint opened.

April 7, 1918.—Great powder explosion at Canton.

April 9, 1878.—Great tornado in Canton (2,000 houses destroyed and 10,000 lives lost).

April 9, 1911.—Tartar General at Canton assassinated.

April 12, 1895.—Presentation of colours to Hong Kong Regiment.

April 13, 1854.—Sir John Bowring became Governor of Hong Kong.

April 13, 1895.—Soldiers' Club, Hong Kong, opened.

April 14, 1855.—St. Francis Xavier left Goa for China.

April 14, 1921.—Proposals for new and increased stamp duties introduced in Legislative Council, Hong Kong.

"Postpone Singapore!"

Mr. Lloyd George's politics in the ordinary way do not concern us in this Colony one iota, but if on other subjects he appeals to ignorance and prejudice to the extent which he does when he touches on naval questions, he must be in desperate straits indeed. He is reported to have said on March 1:—"Postpone Singapore until you have attended to England, Scotland and Wales." Now, first of all, the inevitable decision to modernise the Singapore base was taken in June, 1921, when Mr. Lloyd George was Prime Minister. Secondly, the work at the base is as much for the benefit of England, Scotland and Wales, their security, trade and well-being, as for Singapore itself. Then, also, the speaker must know full well that a decision such as he recommends could not in honour be taken without consulting the Dominions, who are equally concerned, and are sharing some of the cost. Which brings us to the sordid question of £. s. d., in regard to which the ex-Prime Minister no doubt hoped to conjure up a vision of many millions being squandered upon an unhealthy swamp, as one of his supporters once put it. The facts are that the base is to cost altogether 7½ millions, spread over many years. Work has already been going on for seven years, and the main contract was only placed last September, for completion in another seven years. Towards this 7½ millions, the Malay States have given two millions, New Zealand one million and Hong Kong £250,000, so that nearly one-half of the cost is thus contributed.

Wide knowledge and understanding can be gained by corresponding with people of various types and ages. Choose facts and thoughts that will appeal to the reader, excluding what is of personal interest to yourself alone. A serious minded brother or friend at Home would find no thrill in details of bargains in frocking frippery or an elderly maiden aunt in horse riding or motor speed racing escapades in Nathan Road or Castle Peak. The over estimation of the importance of episodes of everyday life in this Colony sometimes provokes annoyance, but caution in this regard should never be allowed to override expression of personality. Practice makes perfect as much in this, as in any other art. Valued friendships are sometimes forgotten through the neglect of regular correspondence. Long absence renders writing increasingly difficult, particularly if friends have gone to places and people unknown. Interest can be maintained, however, by keeping friends abreast of happenings, concerning things known to them, introducing the unknown only in topics of a particularly diverting character.

Subscribers of the "Sunday Herald" who fail to receive their papers regularly are requested to notify the offices of the publishers, No. 3a, Wyndham-street, as soon as possible, promptness in this respect making it easier to have the matter rectified.

ings, roads, railways, water supplies, generating station, foundry, cranes, and all the up-to-date appliances required by a modern naval base. In fact, it would not be surprising if England, Scotland and Wales, when it is all worked out, are actually in pocket over the scheme! The question which should be put to Mr. Lloyd George is this: If returned to power next month, would he dare to go back upon the policy of the last five years and the contract signed last September?

A Stolen Two-Pounder

One finds queer things in some papers that find their way to this Colony. Glancing over a Penang contemporary the other day light was shed (?) on the mystery of a two-pounder gun that was stolen some time ago from the deck of a British destroyer in the local harbour. The paper in question, writing before the latest upheaval in Canton, says that the Nationalist Government at Canton seems disposed at last to make a show of doing something to check piracy on the inland waters within its jurisdiction. It has commissioned an patrol two motor gunboats built at Hong Kong. These are little vessels with a length of 84 feet and a beam of 15 feet, which can do 15 knots in still water, but only draw two feet two inches. Their screws are an adaptation of the Yarrow tunnel stern system which is adopted in all British river gunboats. They will want their speed to pursue merchant ships captured by Chinese pirates, because these ruffians always work from inside nowadays, shipping as passengers and rising at pre-determined signal instead of attacking with junks as they used to. The Canton authorities have armed their little ships with four two-pounder pompons and two machine guns. Some British naval men suggest that a two-pounder which was recently stolen at night from the deck of a British destroyer was taken so

that Chinese officials could study this useful gun from the more pleasant end! Who has been leg-pulling in the Penang newspaper office?

WHAT THING

by
"CAN DO."

When one

Letter Writing

first comes

out to this

Colony, one is never done writing

letters Home. The chief concern

of the week's "work" is

catching the Home mail—only to

fall off gradually and eventually

to forget there is such a thing as

a Home mail at all! But the

habit of letters writing is to be

encouraged—even if one deter-

mines to reply to every single

letter received. The best letter

writers are those who can make

direct appeal to their readers.

Such a correspondent may reveal

beauty of personality, often hidden

behind the mask of self-con-

sciousness when in the presence

of others. The letter of a child

probably achieves the goal more

surely than that of many adults.

Confident of interest and atten-

tion, a child outlines impressions

of occurrences of everyday life,

eagerly and vividly. Adults often

exercise an injudicious and de-

structive discrimination, making

their letters stilted and meaning-

less.

The same author—
That Motority, many in Hong Kong (and Kowloon, to be sure) will be glad to hear, has a much more practicable remedy for the motor horn, which he would standardise as to pitch "in a low melodious note." If it be doubted whether motor horns could be made melodious, it is certain that they could be made a great deal less discordant. It is worth noticing, by-the-by, that a good driver finds little use for his horn about the city; he realises that at a moderately busy street corner his warning will attract little notice in the medley of sounds around him, and that as it does not have the magic effect of clearing an intersection, it is wise almost to stop before crossing, the mechanical precision of the modern car making this commonly possible without a change of gears. Motors are themselves prone to become noisy as they grow old, but since manufacturers and owners realise that noisy machinery means abnormal wear and waste of power, both cars and lorries are becoming quieter and more efficient. Public opinion is forcing the motor cycle to follow the same trend.

Silent trams
Thought-
Killing
Detonations"
Silent trams
and motors will
not, however,
solve the problem. Types of
noise differ with the prevailing
popular method of locomotion.
Schopenhauer was typically bitter
in his complaint against the
cabies and carriers of Frankfort-on-the-Main. "I have long held
the opinion," he wrote, "that the
amount of noise that anyone can
bear undisturbed stands in inverse proportion to his mental
capacity, and may therefore be regarded as a pretty fair measure of it. Noise is a torture to all intellectual people." The knocking
of hammers, barking of dogs, and
crying of children were bad enough, but Schopenhauer's real grudge was against the "thought-killing detonations" caused by the cracking of whips in the streets. The whip has long since given place to the motor horn, about which many business men have felt as the German philosopher did about whip-cracking. But in the future it may be that the din of both motor and tram will be lost in the roar of the aeroplane. Or will the sky over cities be forbidden to these trumpet-tongued monsters?

In spite of
Attractive
Note
few people regard
silence as the ideal
condition for a city, in whose mingled sounds there is for most of us an attractive note of friendliness and warmth, which, perhaps, can be appreciated best at a little distance. Nothing is more heartening than to look over the city from a height, as we can (or may) do from the Peak—and there listen to all the sounds of community life and work—the movement of the traffic, the hammering of Dockyard carpenters, the intermittent metallic hiss of a Chinese sawmill, and the quick engine-beat of the Star Ferry launches. Discord here becomes concord—what one might call a harmony of industry. Stop the sounds and the city would seem as cold and depressing as one of its own business streets on Sunday or any evening after midnight.

A correspondent in
Theatre Royal Singapore writes to the local "Times" to this effect:—
This is written—in heat—on the back of a programme, in doubt whether it will survive the heat of morning. A great deal has already been said and written on the failings of our magnificent theatre, but familiarity breeds contempt and it needs an exquisite performance like Paylova's to make one realise the beastliness of the premises in which it is given.

The ponderous— if somewhat squat—building on the west side of the Padang, bears mute witness to the spending powers of our Municipal Commissioners. Among their millions of dollars wouldn't they find enough to provide

(a) A cloak-room attendant.
(b) Two hair brushes and a comb.
(c) Two or three dozen small towels.
(d) Some soap.
If the Government of Hong Kong can't find the money to shift the Railway terminus, how about a dollar or two to find the aforementioned (a), (b), (c) and (d) for the Theatre Royal?

HONG KONG & DIRECTORY

1929

NOW ON SALE

AT THE

DOLLAR DIRECTORY CO., 3A, Wyndham Street.

AND AT

Whitchaway, Loudaw & Co., Ltd., Brewer's,
Hung Cheong, 66, Nathan Road, Kowloon
H.K. & Kowloon Ferry Wharf Store, Kowloon
H.K. & Kowloon Ferry Wharf Store, Hong Kong
Peak Tram Station Store, Lower Tram Station
Lee Yee, 12, D'Aguilar Street.
Excelsior Co., 16, D'Aguilar Street.

Hongkong Sunday Herald.

ILLUSTRATED SECTION.

PICTURES TO BE RETURNED
SHOULD BE CLEARLY MARKED
THUS, WITH THE SENDER'S NAME
AND ADDRESS. IDENTIFICATION OF
THE PERSON OR EVENT SHOULD
BE CLEARLY AND BRIEFLY SET
OUT.

YOU TRAVEL - WE SERVE.

Bookings to all the Principal

Cities of the World.

For full particulars apply:

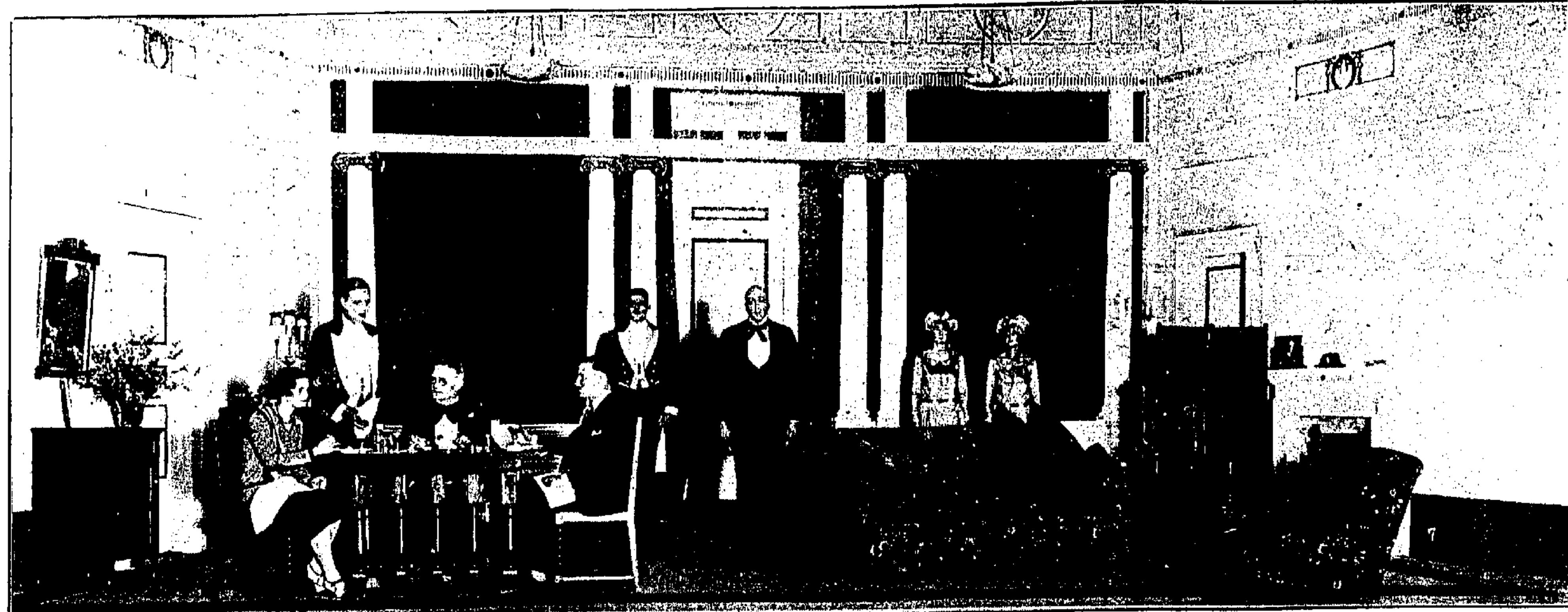
CHINA TRAVEL SERVICE.

6 Queen's Road, C.

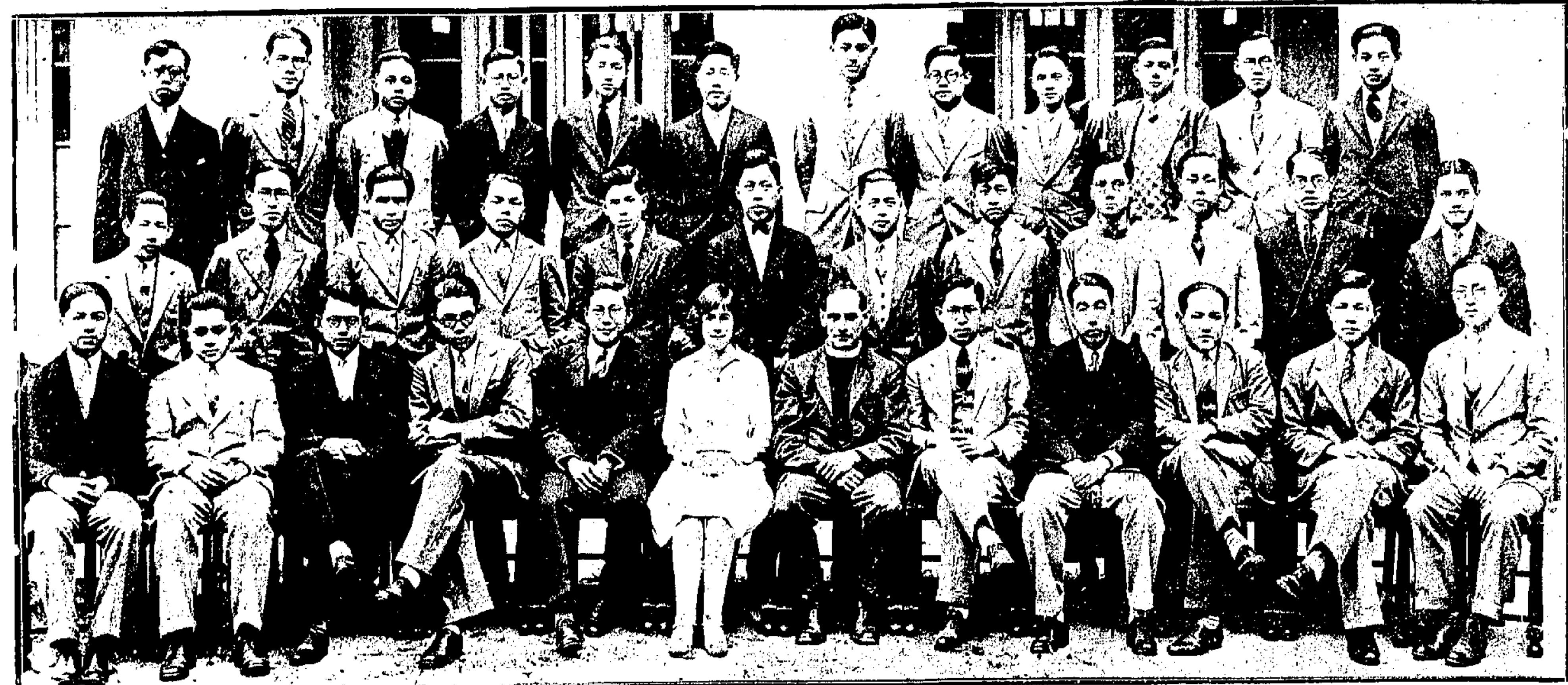
Telephone C. 2823 & C. 6176.

HONG KONG, SUNDAY, APRIL 7, 1929.

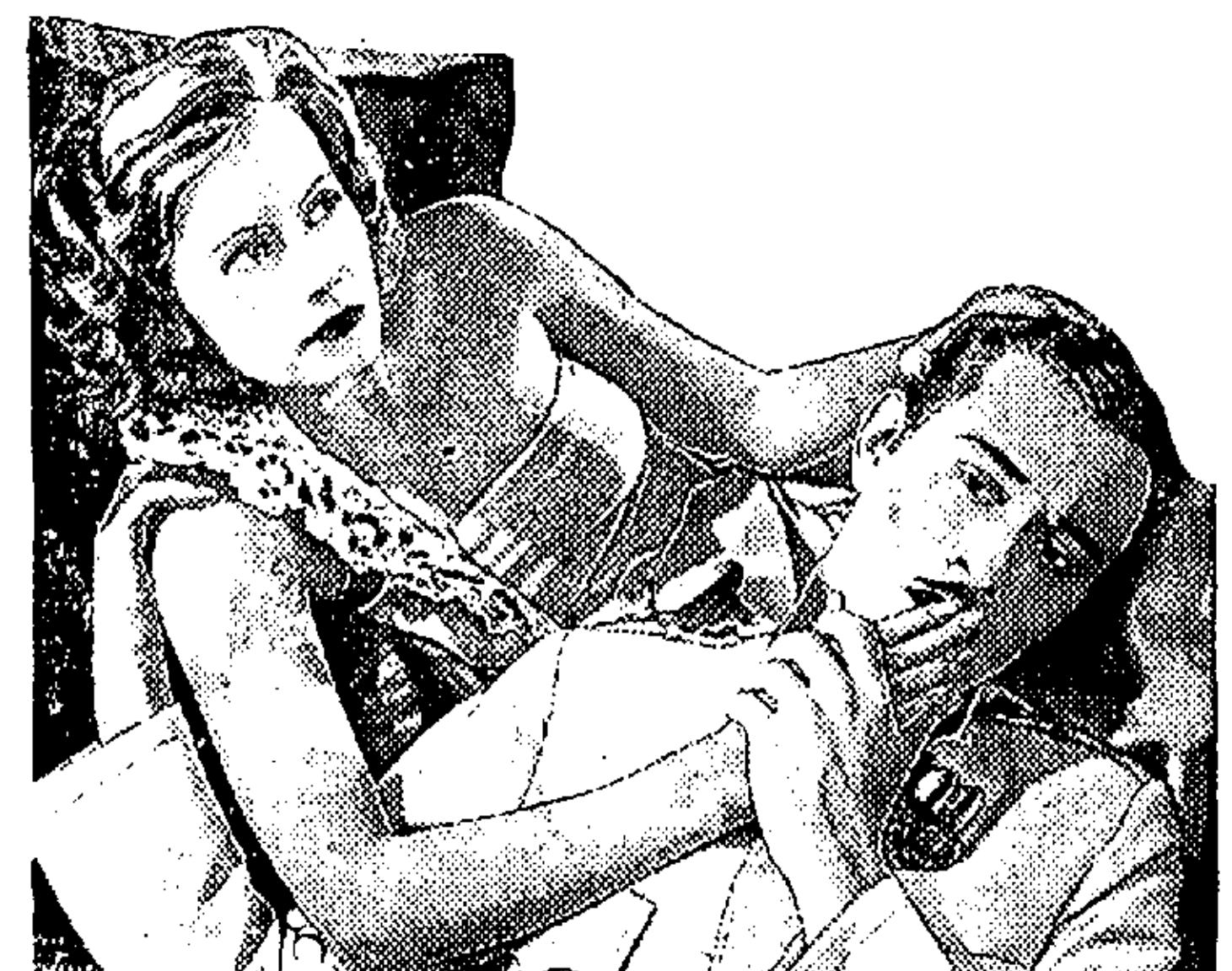
9



"THE DOVER ROAD"—By A. A. Milne, very successfully produced by the Hong Kong Amateur Dramatic Society at the Theatre Royal last night, and to be presented again this week. Left to right: Marjorie Taylor as "Anne," G. D. Mead as a footman, A. N. Lucey as "Mr. Latimer," J. H. Raikes as "Leonard," S. C. Banks as a footman, L. Stewart Goss as "Dominic," Evelyn O'Hagan and Margaret Bunje as maids, in one of the outstanding scenes of the piece. Another photo appeared in yesterday's "China Mail."



UNDERGRADUATES AT THE UNIVERSITY, HONG KONG.—The 1929 group at St. John's Hall, which hostel is maintained by the Church Missionary Society. The Warden of the hostel, the Rev. C. B. Shaun, M. A., is seated in the centre.—(A. Fong).



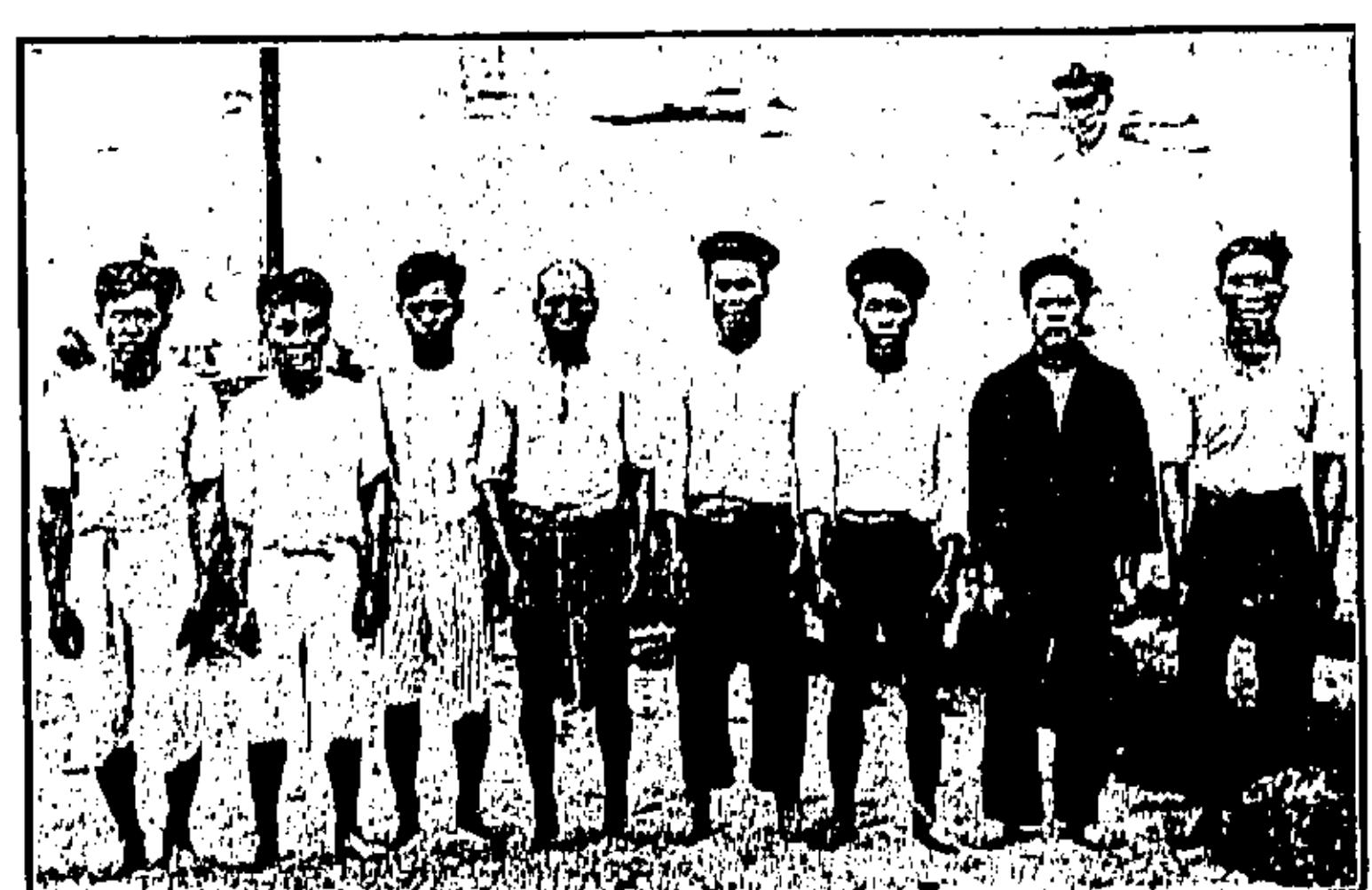
GRETA GARBO & CONRAD NAGEL in "The Mysterious Lady," — at the Queen's from April 11 to 13.



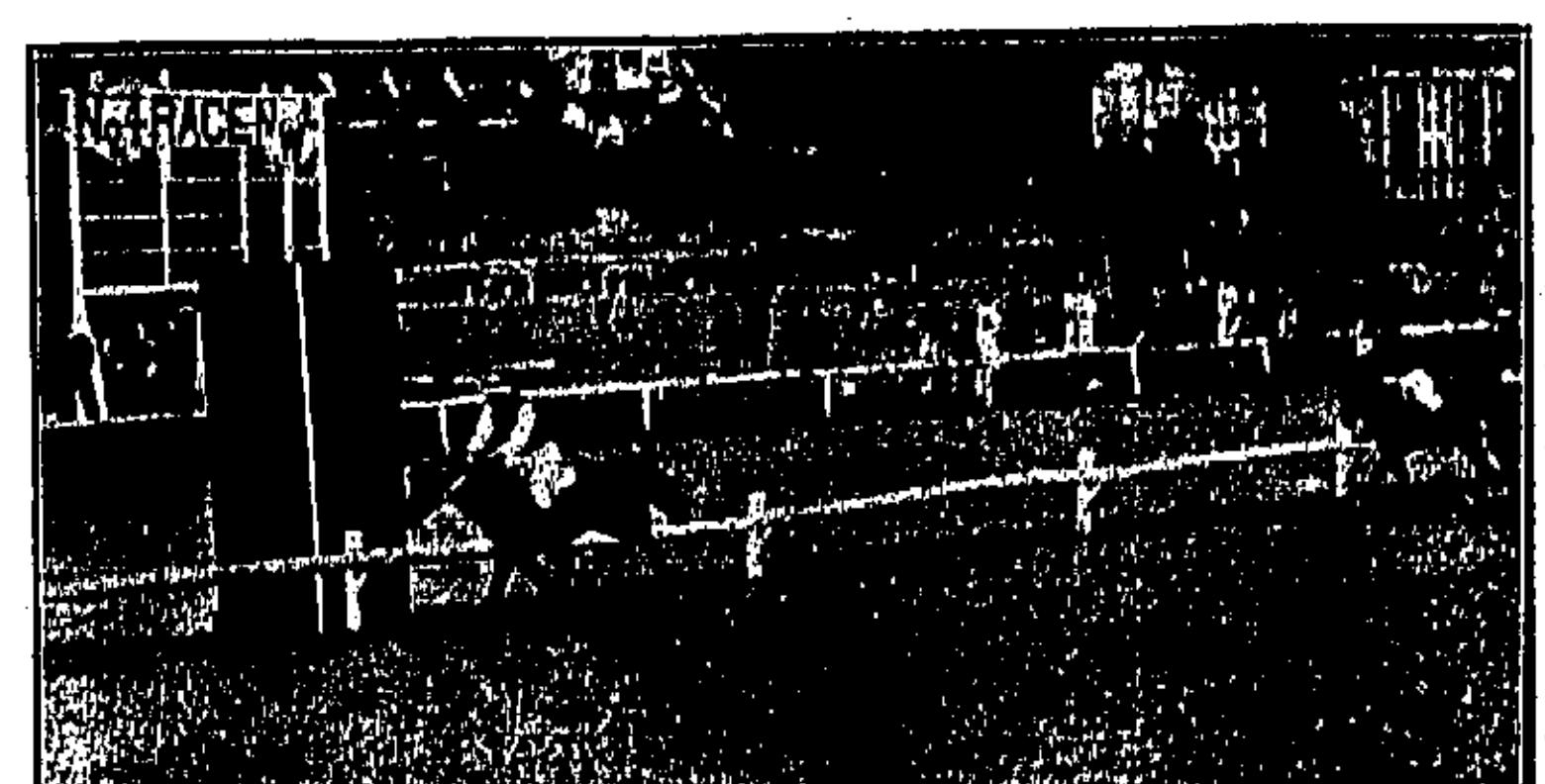
SHAMEEN RESIDENTS.—
Mr. Anthony P. Mei of
Messrs. Reiss, Massey & Co.,
Ltd., and Mrs. Mei.



JETTA GOUDAL, NILS AS THER & MARION DAVIES
in "The Cardboard Lover,"—at the Queen's to-day and to-morrow.



TREVESSE TROPHY.—The winning crew last week, from the Douglas s.s. "Haiyang" with the officer in charge (Mr. Twibill), behind, at right, photographed at the Royal Hong Kong Yacht Club, North Point, after a very interesting finish.—(K. Fujiyama).



TOWN HALL'S VICTORY.—In the Easter Plate (1½ miles) on April 1, in the Jockey Club's second extra race meeting of the season, with Mr. T. L. Wong up. This pony is owned by Mr. Ho Kom-tong, O.B.E., the only Chinese to annex the Hong Kong Derby. Grand Tattoo Eve was beaten three lengths and Duke of Chantilly, third, a short head behind the second.—(K. Fujiyama).



CONRAD NAGEL & GRETA
GARBO in "The Mysterious
Lady,"—at the Queen's from
April 11 to 13.



PLANTS TREE IN MEMORY OF HIS FATHER.—Mr. and Mrs. Sun Fo, the son and daughter-in-law of the late Dr. Sun Yat-sen, are here seen planting a tree at Nanking, where a memorial service was held in honour of the Father of the Chinese Revolution. The tree-planting ceremony was held all over China.—(Mr. Kuo, Chung Hwa Studio).



EUMENOL

Efficient and Harmless Remedy for all
Female complaints.

On sale at all drugstores.

Liquid or 50 tablets packing.

E. Merck's Agents:

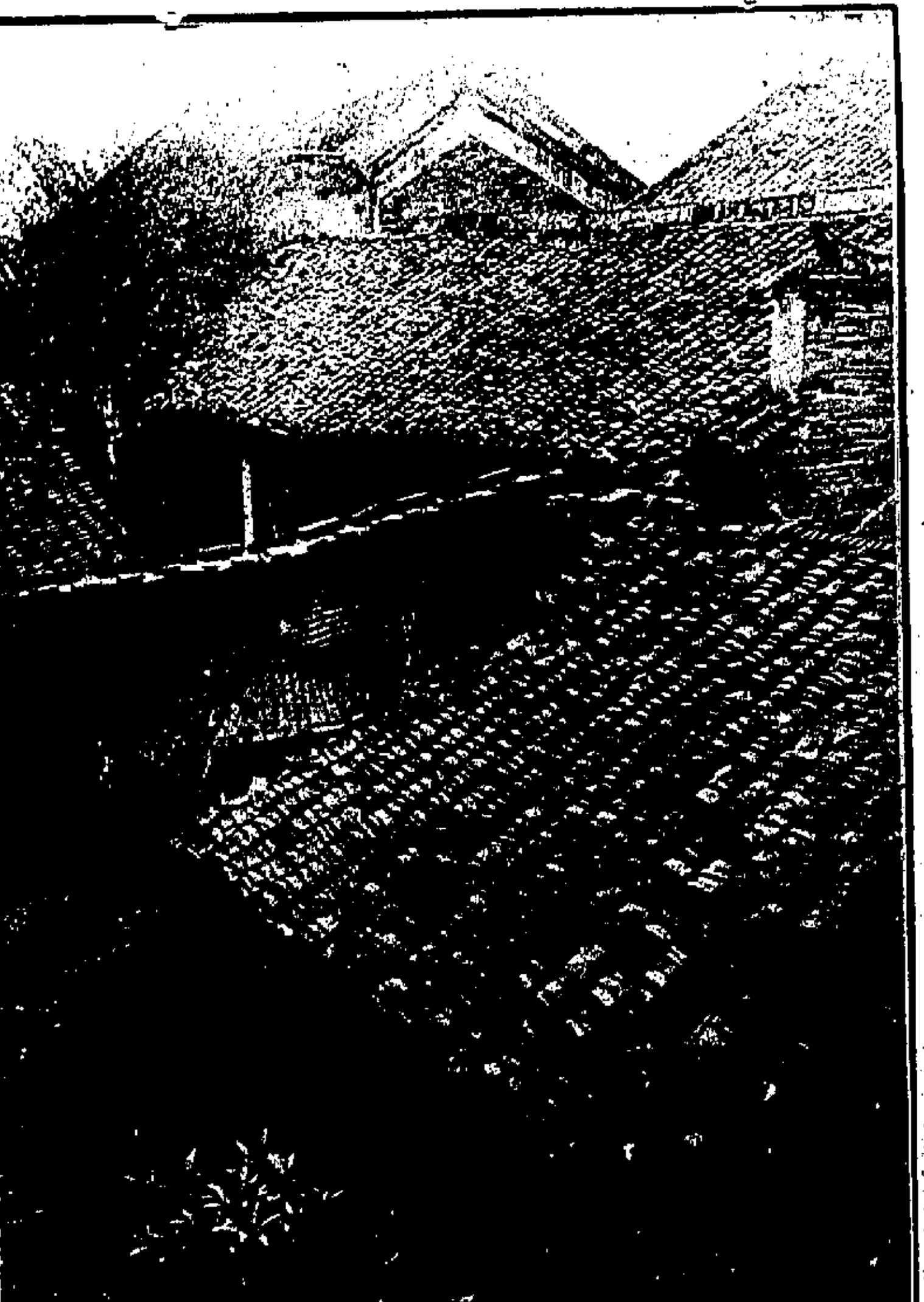
BORNEMANN & CO.

Hong Kong.

Canton.



AT ONE OF THE RANGES.—On Stonecutters Island, in the Hong Kong Volunteer Defence Corps annual rifle meeting during the Easter holidays.—(K. Fujiyama).



STRANGE VIEW OF CHINESE ROOFS.—Houses attached to Dr. Clift's mission hospital at Nanning, Kwangsi. Very picturesque, but not congenial. As seen from the "flat" occupied by Dr. and Mrs. A. Cannon of Hong Kong during their travels.—Strict copyright.

*Our Slogan—SERVICE
for
PRINTING
of
CHARACTER
and
DISTINCTION.*

THE NEWSPAPER ENTERPRISE LIMITED,
3A, Wyndham Street, Hong Kong.

Dresses Worn By "Pirates!"



No sailor, however, would be much alarmed if these pupils of ours at school were all large upon the main. This bold bad group came in the second programme at the Sea Music Festival recently held at Vancouver under the auspices of the Canadian Pacific Railway.

A CHILD'S CAREER WHEN SHOULD THE DECISION BE MADE?

(By Hon. Mrs. St. Aubyn)

The age at which a child's career should be chosen depends very much on individual circumstances. It is also a question of vital importance as your child's future depends in great part on your answering it correctly. By the time a baby is six months old his parents may frequently settled on his career.

Family tradition greatly influences their choice. The members of the family have generally gone into one profession more than another. That profession stands out as being best known to them, as offering better openings, or as one in which they can secure "influence." Invariably the parents read into their child's character the qualities and abilities necessary for the chosen profession.

GIRL'S FREE CHOICE

In this respect girls have a freer choice. Tradition for them seldom goes back further than a generation or at most two. Even now, women are frequently criticised for taking up a profession. They are told that a woman's place is in the home. A girl has more often to seek new openings than to follow in the footsteps of her predecessors.

A child's first choice of a career is influenced by his environment and ability to imitate. He desires to be a taxi-driver or a ticket collector. Then family pressure unconsciously begins. Some relations suggest the chosen

profession. When next the child says, "I want to be the same as Daddy," he is praised and encouraged.

True he has not been told to choose that profession, but he has undoubtedly been led to that choice.

It is interesting to note a girl's choice of profession. As she meets women who are successful in the new avenues opened to them, her suggestions increase. A child I know surprised me by wishing not to be "a Mother" or a "Nurse," but a "Police-woman!"

Line of Education

English boys have to choose at an early age the line of education they wish to follow.

This education, that whether it is "classical" or "modern," must finally affect their choice of career. Those who do not have the opportunity of going to a private or public school, and finally a university, are faced with the same problems.

In these days of specialisation the education and training necessary to be a successful engineer differs vastly from the education needed by a Civil Servant.

The choice of the type of profession must, therefore, be taken at the first stages of education.

The Royal Navy has to be decided on by very young boys, as they start training at the age of about 12½.

A child may fight free of family suggestions. But it needs courage to do so, and a certain knowledge of alternative careers.

I do advocate encouraging a child to choose his career when he is ten years old. It gives him a definite aim to work for. When he is older he may change his mind,

but for several years he will have directed his studies and developed his abilities along definite lines. Thus with his abilities developed, he can alter his career to one where such abilities are in demand. Without a career to work for, there is an aimless drifting on the boy's part.

SUITABLE ALTERNATIVES

To make this clearer I will be specific. A classical training produces a brain capable of being either a schoolmaster, a barrister, a Civil Servant, or a politician. But it is not so suitable for the production of a practical engineer!

girl's Sports Wear



Kay Harrison, who was elected Queen of the Banff Winter Carnival which was staged on February 2-3, is prominent in Pacific coast sports and social circles. Here she shows what the well dressed girl wears when she is active in winter sports.

FELIX HAT SHOP.

GOWNS, HATS, COATS
AND
NOVELTIES.

7, Ice House Street. Tel. C. 6294.

CHANGEABLE WEATHER IS DANGEROUS.

Children are more susceptible to chills these days than are adults.
We always carry a large and varied assortment of
"Chilprufe" Wear for Kiddies.

EVERYTHING FOR CHILDREN'S WEAR.

Nursery Squares.
Infanties.
Bootees.
Feeders & Bibs.
Vests.
Socks.
Bonnets
Long Gowns.

Infants' White Coats.
Muslin Frocks.
Breeches.
Jersey Suits.
Jack Tar Hats.
Reefer Coats.
Wool Sets.
Dancing Pumps.

A LARGE SELECTION OF WASHABLE PRINT FROCKS FOR ALL AGES IN VARIOUS PATTERNS.

Children's Shoes in All Sizes in Black, Patent, Brown, Kid, White Canvas and White Buck.

LANE, CRAWFORD, LTD.

(Children's Dept.) Tel. C. 4807.

The Woman's Page

Scottish Lassies' Costumes in Fish Wives Dance



This was one of the outstanding features of the first Sea Music Festival held at Vancouver, on January 23 to 26, under the auspices of the Canadian Pacific Railway.

To Be Worn on Special Occasions



ing fitted him physically, mentally and morally for it; having let him finally choose the profession itself — you can rest assured you have done all that is possible not to force "A square peg into a round hole." — "Daily Telegraph."

Smart Hats



Three spring models in Bangkok and fancy straws.

For some one who wants to appear very much dressed up this gold hostess gown presents just the elaborate note. Copper coloured sequins form an interesting motif on the sleeves and back of the gown. A narrow border of pearls outlines the sequin design. The long graceful train adds the necessary touch of "hi-hattedness" to the entire costume.

PANEL DRAPERIES

A frock of low-back décolletage, with those hitched-front festooned draperies from the 'Sixties and the waterfull back of the 'Eighties, is sketched. This charming toilette is composed of a green moire shot with gold. A lovely green and worked gold ornament holds the layers of fabric at the centre back from which the draperies float and spread themselves into panels of uneven length.

SMALLER DESIGNS

In silk, crepe, tafta, and foulards, the smaller conventional designs certainly seem the smartest this season. For chiffon, muslin, and tussore they are larger and very gay. There are many effective mixtures in wool-and-silk spe-

cially destined for the early sports dresses. Toile-de-jouy does duty on Palm Beach.

All colours are harmonious, as patterns are soothng. Lamé and the printed range of moire-antique and stain will figure for evening and formal wear.

A FABRIC NOVELTY

Milletous—the stuff with one thousand holes—is ideal for cardigans and pull-overs. The open wool-crochet effects appear light and springlike, yet are warm. Tweeds woven in two colours look well with a lightening over-design of silk. Spots are pleasingly woven into many of the new Angora and cashmere stripes, with the popular check patterns for the variety of sports clothes.

TYEB & COY.

GREAT REDUCTION
in
VOILES & STRAW HATS

to make Room for our New Summer Stock.
NOTE OUR NEW ADDRESS.

19, Queen's Road C. Tel. C. 648.

AT THE DOLLY VARDON HAT SHOP A Display of MILLINERY

Also WASHABLE DRESSES
in the new Light O'Day Silk, Tub-Fast Colours,
American Prints with Voile Trimmings.
Reasonably priced.

St. George's Bldg. Opp. Savoy Hotel, Chater Rd.



And Esther Ralston, screen star, keeps her furs handy for the mid-year months, in the strange manner of the fair sex. This jaunty model is in dull black crepe. The jacket is almost submerged in white for trimming. The skirt is straight and unpleated. A black crocheted straw boasting two white feathers beneath the brim, tops off the outfit. And now she is ready for the weather—whatever it may be.

SMART
EVENING
DRESSES
in Lace, Net & Voile.

FEDDER STREET.
Opposite H.K. Hotel.

ROUND THE GLOBE IN PICTURES.



Frauds Planning Disputed. Four weeks of argument over the ownership of "La Belle Etoile," (upper right) was not enough to convince a New York jury whether or not the painting is real as alleged by Mrs. Hahn (lower right) of Kansas City, or a copy of the Louvre painting as alleged by Sir Joseph Duveen (left). Mrs. Hahn sued Sir Duveen alleging his statements that her seized possession was not real work of Da Vinci had cost her the chance to sell the painting to a museum.



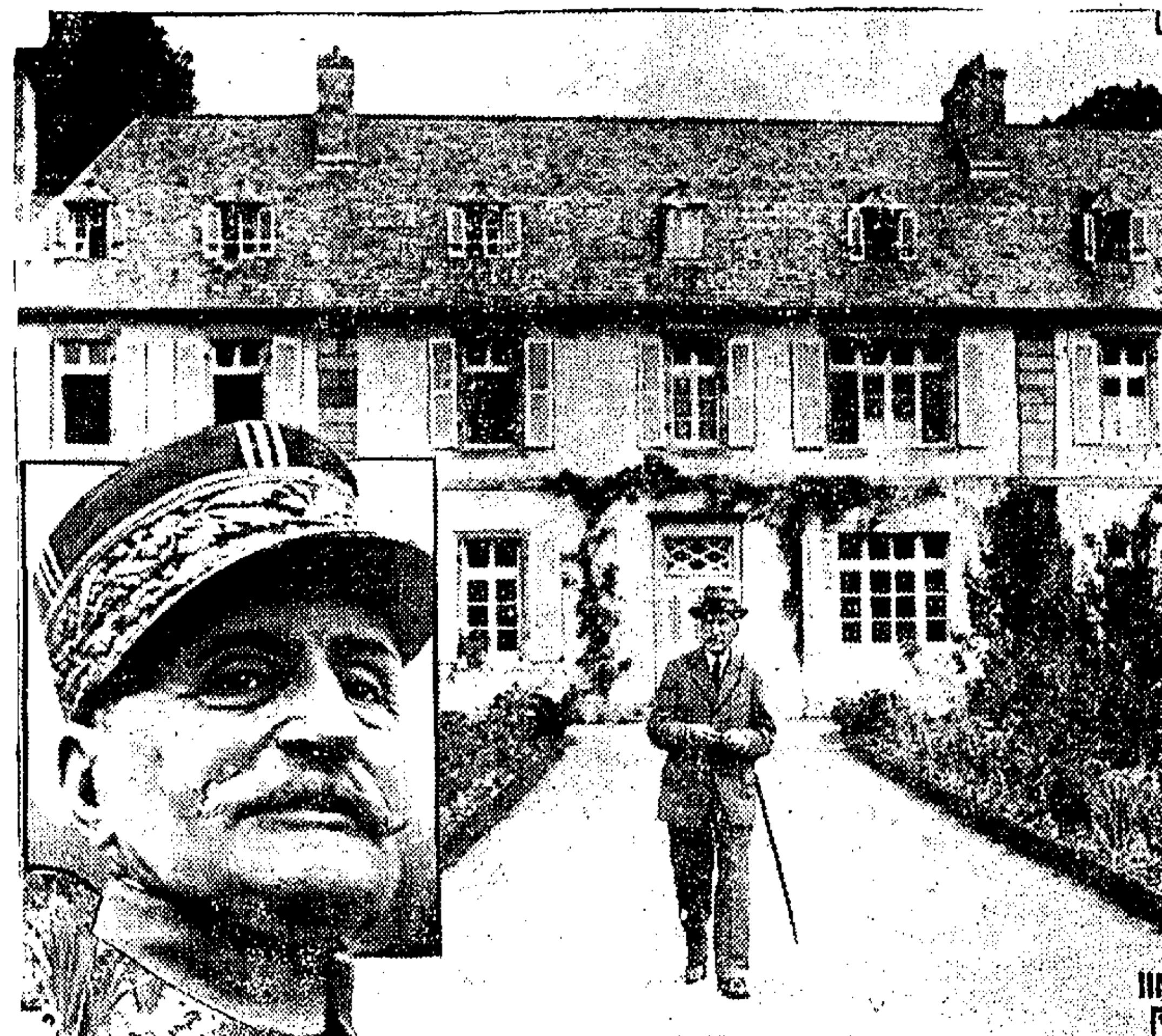
May Get High Post. — Charles P. Taft, above, son of Chief Justice Taft, now prosecuting attorney of Hamilton County, Ohio, may succeed William D. Mitchell as Solicitor General of the Department of Justice if so he will follow in the footsteps of his father who came from Cincinnati to the same post under President Harrison in 1890.



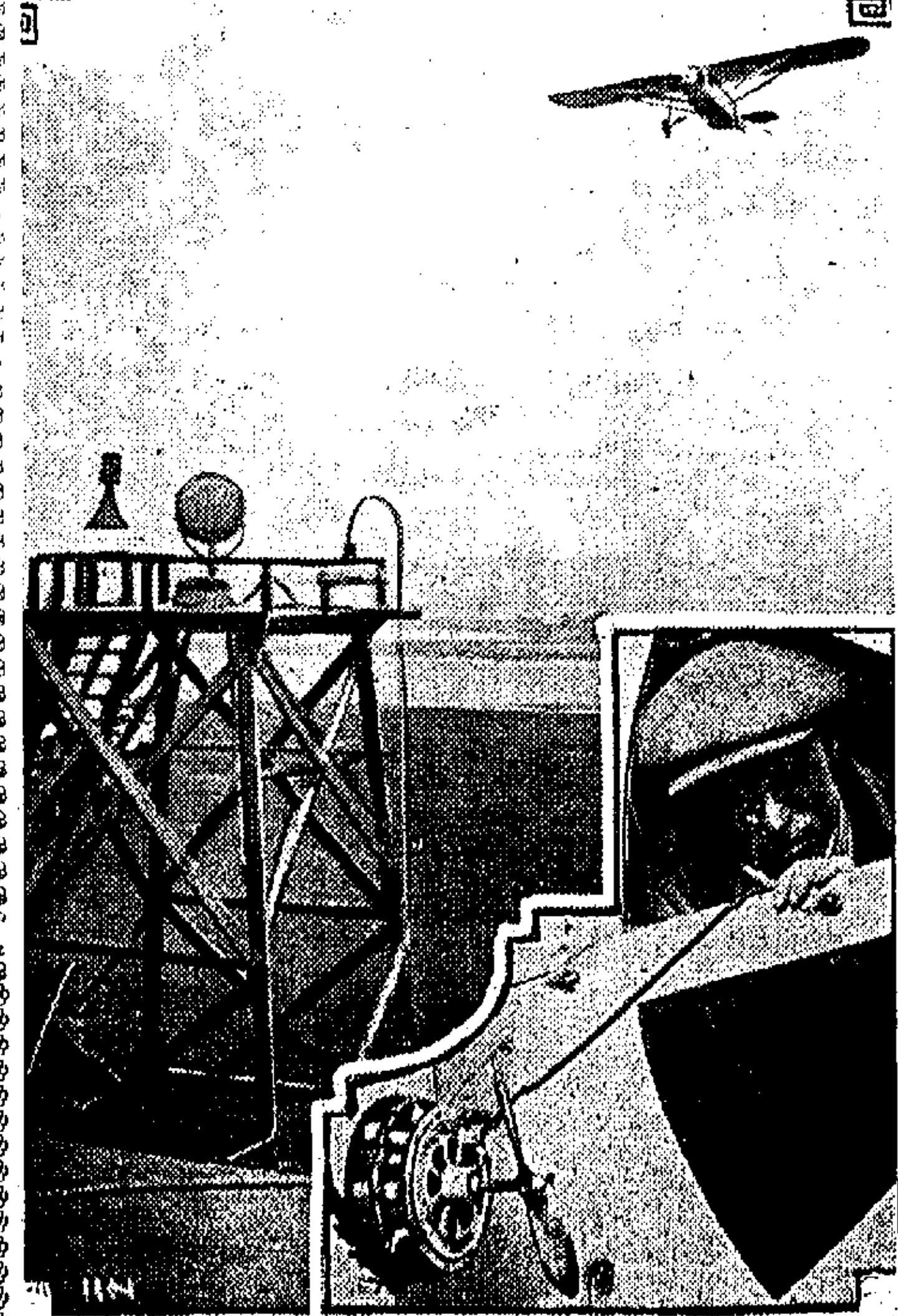
Spans Arid Country in Flight. — George Haldeman, aviator, who first came into prominence as Ruth Elder's pilot, is shown in gay Havana upon his arrival after a record non-stop flight from Toronto, Canada.



Republican Regime Threatened. Sinister suggestions of a dictatorship in the person of President von Hindenburg, right, are widespread in Germany following the Government's failure to form a Coalition Party in support of Foreign Minister, Dr. Stresemann, left, who has been repudiated by his own party. The situation was precipitated by the reports of a Franco-Belgian military agreement which caused wide divergence of party opinion.



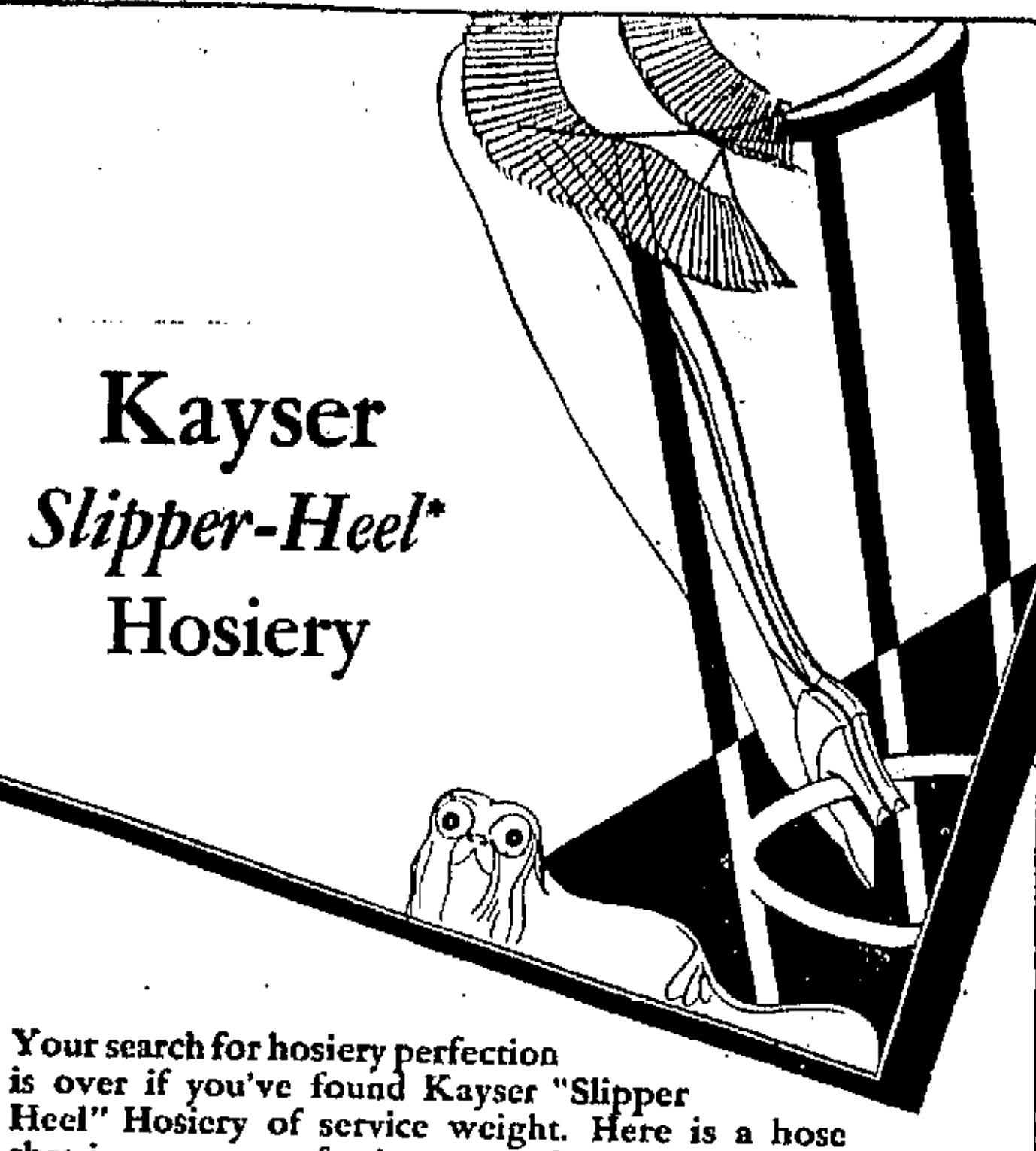
Late French Warrior. — The above is the most recent photo of the late Marshal Foch, taken just before he was stricken ill in January and shows him walking in the gardens of his estate near Paris.



Plane's Call for Field Lights. — The plane approaching an airfield blows the siren, lower right, which is carried on the side of the fuselage, to command "Televox," the electric watchman, rigged on the platform in the foreground, to light the landing lights when flying at night.



Chinese Killed in Storm. — When the recent storm swept through the town of Duncan, Miss., wiping out the business section of the village, the railway station (upper) was one of the first structures to collapse. Workmen are seen clearing the debris away. The lower photo shows all that remains of the store in which ten Chinese lost their lives. More than forty were killed when the town was laid waste and millions of dollars of damage was done in the region.



Kayser Slipper-Heel* Hosiery

Your search for hosiery perfection is over if you've found Kayser "Slipper Heel" Hosiery of service weight. Here is a hose that is as near perfection as modern methods can make it. Combining smartness, beauty and wear. Of course, the "Slipper Heel" feature is famous for the slenderized effect it gives the ankle.

At all leading dealers

Kayser

*Trade Mark Reg.

AT PRESENT, OUTDOOR WORK ONLY

K. FUJIYAMA PHOTOGRAPHER.

S.P.C.A.

MASKED BALL

Excellent Flashlight Photographs
on view at
ANDERSON'S & MOUTRIE'S.

PROMPT DELIVERY GUARANTEED.

I can give you as good results as any Photographer in the City and better than 95 % of them.
TEMPORARY OFFICE:
3rd FLOOR, 117, PRAYA EAST, HONG KONG.



Revolutionary Movement Feared. — Mexican leaders fear that revolution is breeding in the northern States. General Joaquin Amaro (right), Minister of War, is taking steps to combat overt acts which may be made in the section which surrounds Sonora. The head of the alleged movement is thought to be Gilberto Valenzuela (left), candidate for President and former Mexican Ambassador to Britain.



Would-Be Record Breakers. — The contemplated attempt to break the world's record for sustained flight in a heavier-than-air machine by Eddie Stinson, left, and Randolph Page, right, was deferred on account of inclement weather.

Established 1912.
THE ROYAL SHOE STORE FOR LADIES' SHOES

 Made to order, any style.
 We pack furniture and curios for sending home.
 No. 1, D'Aguilar Street
 Telephone Central 3237.

ELECTRICAL ENGINEERS.

ELECTRIC MOTORS,
 LIFTS, PRIVATE PLANTS
 X-RAY APPARATUS.

Installed, Overhauled and Repaired.

ELECTRIC SUPPLIES STOCKED

LOWCOCK & HO
 China Building,
 1st Floor,
 Queen's Road Central.

HAVE YOUR SUITS TAILORED

WHERE YOU OBTAIN GOOD FIT, GOOD CUT AT A CHEAP PRICE

YEE SING

Naval & Military Tailor.
 12, Wellington Street.

PHOTO-SUPPLIES

Kodaks and Cameras
 Films, Plates and Papers, etc.
 Developing, Printing and Enlarging.

ZIESS and BUSCH FIELD GLASSES

Price Moderate.
 A Trial Order is Solicited.

A. SEK & CO.

Tel. No. C. 3459.
 26a, Des Voeux Road C.,
 Hong Kong.

IF YOU ARE TOO BUSY TO WRITE HOME — DON'T!

JUST POST A COPY OF
"THE OVERLAND CHINA MAIL."

Which Gives All The News There Is — Both Local and Coastal.

Better Than a Hundred Letters!

SINGLE COPY 25 cents.

Subscriptions for Home (including postage) — One year, \$15; Six months, \$7.50; Three months, \$3.75.

YOU CAN FOLLOW

MR. JIGGS

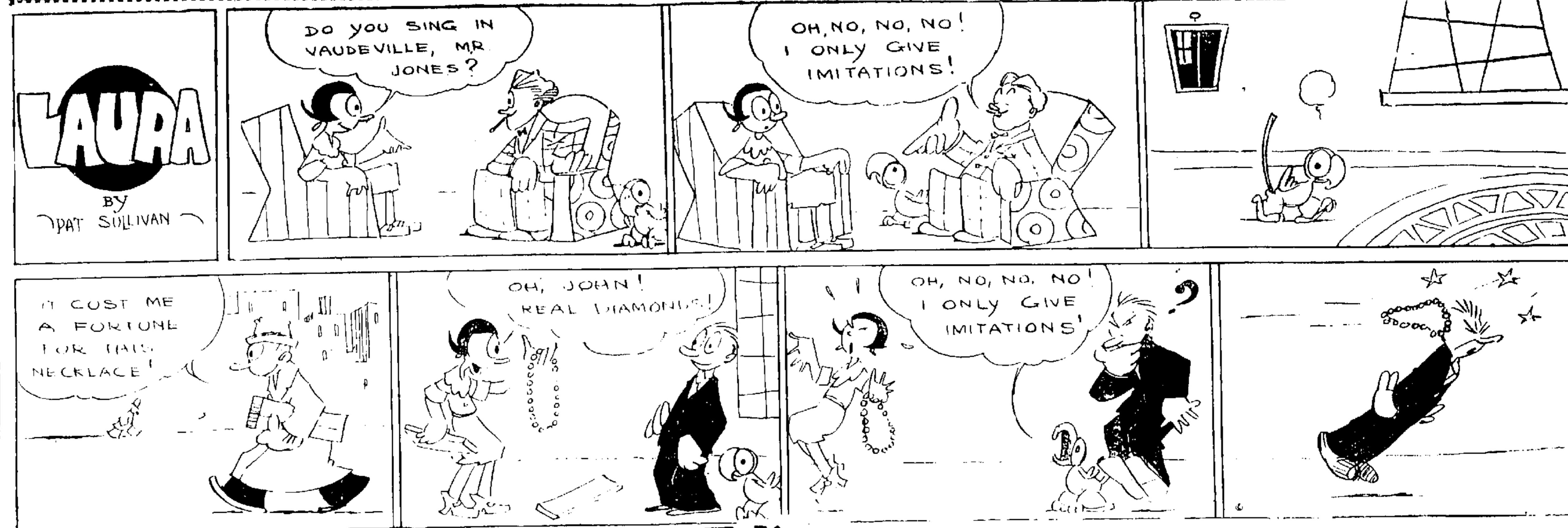
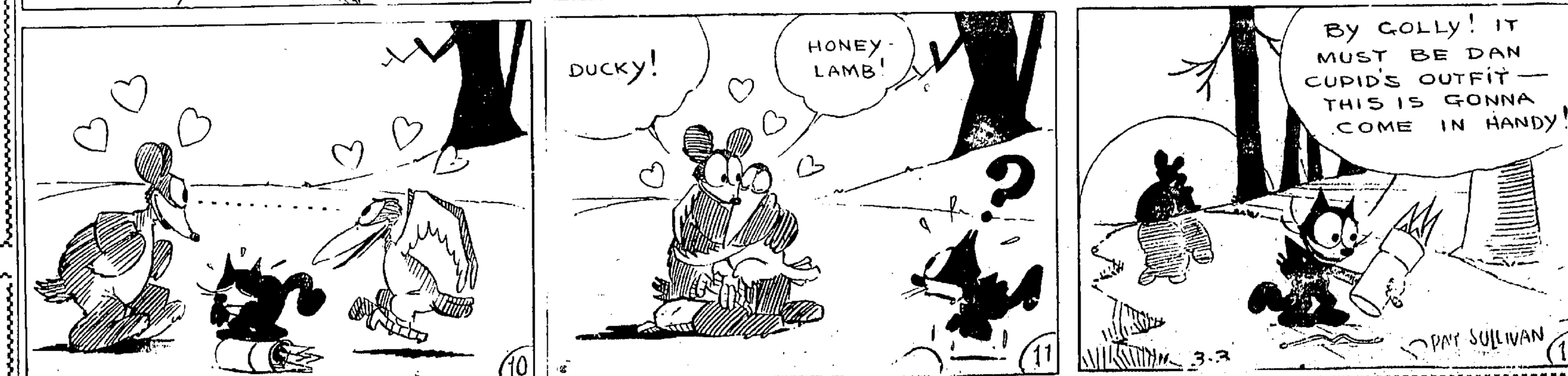
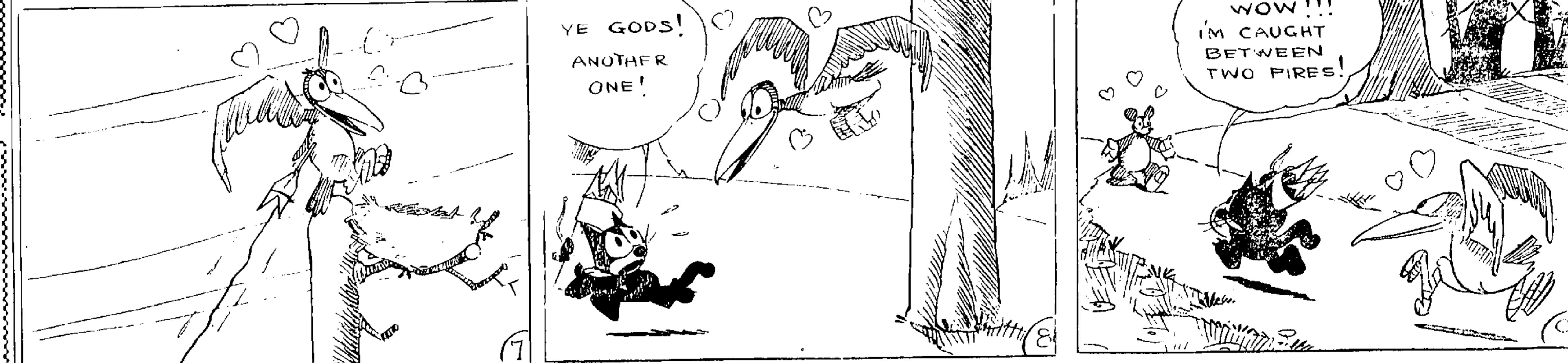
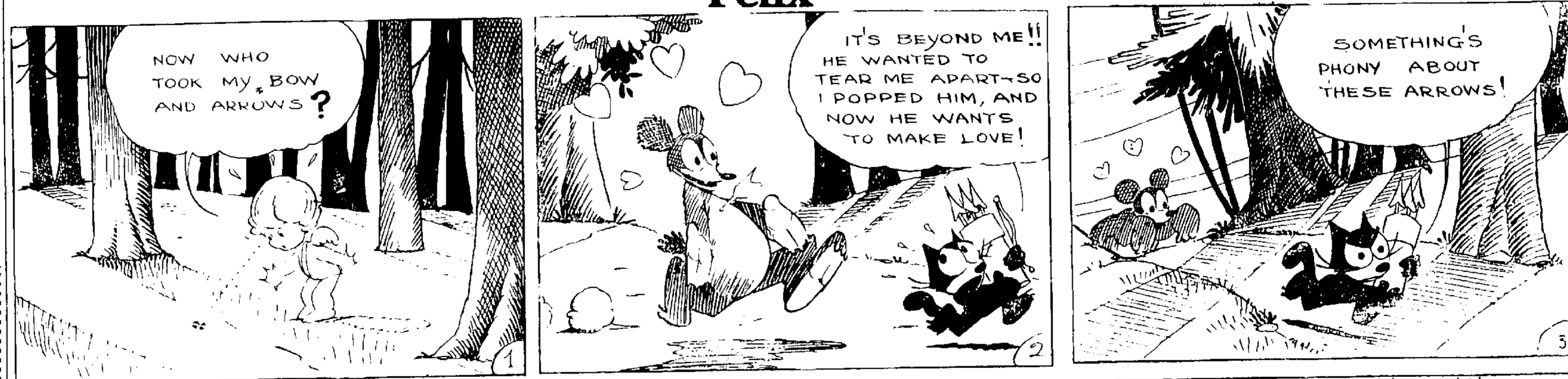
IN THE
"CHINA MAIL"
 Every Day.

LEE GARDEN

(at East Point, Causeway Bay. Trams stop at gate).

20 cents per head to see everything

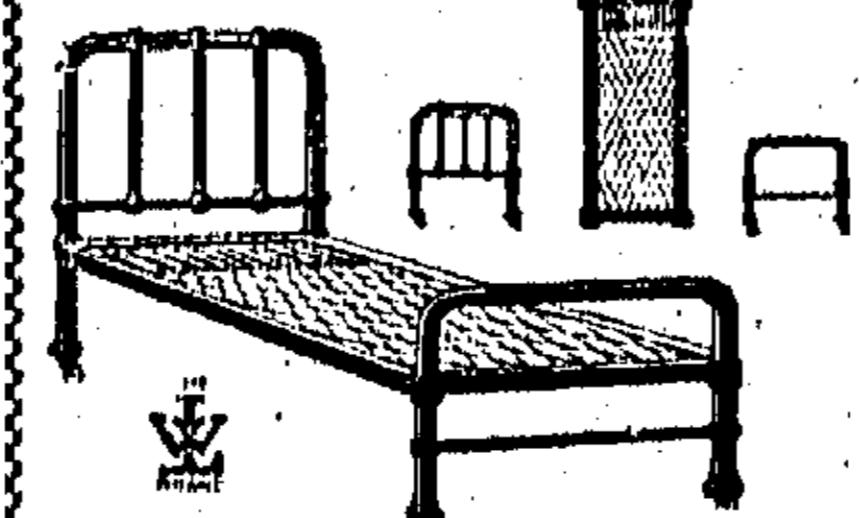
Every form of Chinese entertainment. Collections of wonder. Plain, Chinese meals for Europeans. A chance to see things of wonder and magnificence. All for 20 cents.

**Felix****La Mode Beauty Shop.**

FOR LADIES and GENTLEMEN.

Hairdressing and Manicure by Expert Operators in Hygienic Surroundings.

TO BE WELL GROOMED, PAY US A VISIT
 1st Floor, 39a, Queen's Road Central.
 Entrance Pandora.

THE WHITELAW THREE-PART BEDSTEAD ENAMELLED BLACK**ONE OF OUR SUPER VALUES****THE "WHITELAW" BEDSTEAD.**

Heavily built with strong wire mattress and 12 powerful springs. Easily assembled or taken down as required. In three parts it is easy to handle and too strong to break. Size 6½ x 3 ft.

STANDARD VALUE PRICE \$12.50 EACH.
 WHITEAWAYS, HONGKONG.

OPTICIAN.

PHOTO SUPPLIES

HALL, LAW & CO., LTD.
 20-22, Des Voeux Rd. C.
 HONG KONG.

Music and Melody

OPERA STARS

Figure In D-Flat Tragedy

(By International Illustrated News) New York Operatic prima donnas are traditionally stormy of temperament. Trifles are apt to provoke in them tempestuous attacks of "nerves." But none ever had to bear anything quite so trying as the thing which befell poor Rosa Ponselle before an audience glittering in all the panoply of fashion.

The great Ponelle and Giacomo Lauri-Volpi were approaching the climax of an almost perfect performance of the opera "Il Trovatore" when it happened. At the end of an exciting scene, the emotional Lauri-Volpi carried away in his part did what no other tenor had ever done: held a D-flat note for eight beats, three beats after Rosa had ended her own bell-like accompaniment.

Audience Cries Bravo!

And the audience applauded, the first scattered hand-clapping deepening into a sonorous wave of bravos and foot stamping in which even the orchestra players joined. A famous director cheered.

As related by a member of "Il Trovatore" cast and later confirmed by Miss Ponselle and Signor Lauri-Volpi, this particular occasion marked the first time they had sung this Verdi opera together. Because of certain exigencies they hadn't been time for rehearsal. But so often had each sung their respective roles with other artists that they felt confident they could carry through without a hitch.

The fireworks came in Act I. Scene II. Lauri-Volpi, as Manrico, plays the ardent lover of the fair Eleonora, otherwise Miss Ponselle. His rival is Giuseppe Danise, a count, who isn't so successful in romantic roles. Besides he is a baritone.

They are in a garden. Eleonora discovers by lifting a mask that the troubadour is none other than Manrico, whereupon the count challenges him to a duel. The scene ends with the three rising to the D-flat region. That is, Eleonora and Manrico hit that note.

Ponselle is Heart Broken

It is usually held for two beats; sometimes three. On this occasion Miss Ponselle and Lauri-Volpi held it five together, but the latter kept on going, continued for three more beats to establish a record. When the audience broke into applause, Miss Ponselle burst into tears.

"Why did you shame me out there?" the fair Rosa demanded of Lauri-Volpi, once the curtain had dropped. "I finished long before you. Why, why did you do it?"

She was led off to her dressing room by solicitous attendants and a half dozen assistant directors of the "Met" were summoned to listen to her demand that Lauri-Volpi be disciplined. When the final curtain fell, the storm had subsided considerably.

"I think Pongole is a great artist," says Lauri-Volpi.

"Mr. Lauri-Volpi is a thorough gentleman," retorts Miss Ponselle.



Mabel Wayne, pretty vaudeville "singer," who turned composer because she didn't like to get up early and wrote a song hit that cold 1,000,000 copies.

TO-DAY'S RADIO

The Cathedral Service To Be Relayed B. B. C. CHOIR IN HYMNS

The following programme will be broadcast by Z.B.W. to-day on 350 metres.

1.48 p.m.—Weather Report.
5.55 p.m.—Evensong relayed from St. John's Cathedral. Preacher: The Dean.

7.48 p.m.—Evening Weather Report.

9 p.m.—Evening Programme (Columbia Records supplied through the courtesy of Messrs. Anderson Music Co., Ltd.) "Mon Lac" (G. M. Witkowsky)

No. 1 Prelude.
No. 2 Theme and Variations.
No. 3 Finale.

Robert Casadesus (Piano) and Orchestra Symphonique of Paris.

"Thais"—Meditation"
"Elégie" (Massenet)

Violin Solo, Albert Sammons. "Four Indian Love Lyrics" (Woodforde-Finden)

No. 1 The Temple Bells.
No. 2 Less Than The Dust.
No. 3 Kashmiri Song.
No. 4 Till I Wake

Union Symphony Orchestra. "Molly On The Shore" (Kreisler)
"Londonderry Air"

Violin Solo, Albert Sammons. "Poet And Peasant" (von Suppe)

Overture

The Regimental Band of H.M. Grenadier Guards. "William Tell Overture" (Rossini)

No. 1 Dawn.

No. 2 The Storm.

No. 3 The Calm.

No. 4 Finale.

Sir Henry J. Wood & the New Queen's Hall Orchestra.

"Psalms 95 and 23"

"Psalm 145"

London Male Voice Octette. "Chorale Prelude No. 17" (Bach)

Organ Solo Dr. A. W. Wilson. "Angels Ever Bright And Fair" (Handel)

Boy Soprano Robert D. Peel.

"Jesus Lover Of My Soul"

"Nearer, My God, To Thee"

The B. B. C. Choir.

10.10 p.m.—News Bulletin.

"Elijah"—Lord, God Of Abraham" (Mendelssohn)

"Elijah Recit: I Go On My Way;

Aria: For The Mountains Shall Depart"

Baritone, Rex Palmer.

"The Day Thou Gavest"

"Rock Of Ages"

The B. B. C. Choir.

10.30 p.m.—Close Down.

MACAO PORT

Some Notes on Reclamation Work

DREDGINGS RESUMED

Macao, April 2. Dredgings have been resumed during the past few weeks at the port of Macao. For many years the Macao Port Works have been proceeding, and for some time it was necessary to temporarily stop all reclamation work, to allow the first deposits in the reclaimed lands to harden. Some parts of these reclamations, where the materials used were dry earth for the most part, are already being slowly occupied, but many extensive tracts of land, especially those facing the outer port, have been made of mud dredged from the harbour bed. These latter areas have now sufficiently settled, and work has been recommenced with the filling in of the extensive tract of land immediately facing the anchorages of the new port. This second process consists in raising the level of the previous reclamations by several feet, and work is proceeding day and night.

Two Dredgers in Use

Mud from the old channel leading to Macao's inner port has been used for this work, to effect which two dredgers are in use—one of the bucket type loading the silt into barges, and another of the propulsion type for pumping the mud on to the areas to be raised. The bucket dredger secures mud from various other parts of the channel leading to Macao and also from the roadstead.

Many weeks will elapse before the present section can be completed, and work will then proceed on other sections of the reclaimed lands. Later the mud must be left to harden and settle, and eventually when proper drainage has been put in, the lands so prepared may be occupied. The Netherlands Harbour Works Company, the concern responsible for many portions of the work hitherto completed, is assisting in the new work, utilising many parts of the extensive equipment laid down in Macao a few years ago when the major portions of the Macao Port Works were first begun.

In other parts of the reclamations operations have already commenced with the preparation of the land for occupation, and in some sections the sea-walls have

NEW ADVERTISEMENTS



HONG KONG JOCKEY CLUB

THE THIRD EXTRA RACE MEETING will be held (weather permitting) at Happy Valley on SATURDAY, April 13, 1929, commencing at 2.15 p.m.

The first bell will be rung at 1.45 p.m.

The charge for admission to the Public Enclosure will be \$1 for all persons including Ladies.

Soldiers and Sailors in uniform half price.

Members are advised that they must show their Badges to obtain admission to the Members' Enclosure.

Each member has the right to introduce 2 non-members to the Members' Enclosure, tickets for whom can be obtained from Messrs. Linstead & Davis at \$5 each, up to Friday, April 12, 1929.

The charge for admission for Ladies to the Members' Enclosure will be \$2.

Each member can obtain, upon application to the Secretary, Badges for admission of 2 Ladies free of charge.

Bookmakers, Tic Tac Men, etc., will not be permitted to operate within the precincts of the Hong Kong Jockey Club during the Race Meetings.

No children allowed in either enclosure on any pretext.

Hong Kong, April 7, 1929.

J. WATSON,
Secretary, Sanitary Board.

WARNING.

WHEREAS

W. National Carbon Co., Inc., of New York, U.S.A., the proprietors and manufacturers of the EVEREADY batteries for electric flashlights have

ascertained that their trade marks are being infringed and that spurious goods are being manufactured in South China particularly Canton and that the same are being exposed for sale throughout the Far East, AND WHEREAS The National Carbon Co. Inc. have already taken the following steps to protect their interests namely:

(a) obtained convictions against manufacturers of spurious goods in Shanghai and Hong Kong,

(b) instituted proceedings against manufacturers in Canton,

(c) caused large quantities of infringing labels to be destroyed in Shanghai, Hong Kong and Canton and

(d) entered into agreements under which manufacturers of spurious goods undertake to refrain from continuing the said manufacture.

TAKE NOTICE that the National Carbon Co. Inc. hereby give WARNING that they will prosecute with the utmost rigour of the Law the manufacturers or retailers of goods bearing infringements of their "Eveready" or other Trade Marks.

Dated this 5th day of April, 1929.

WILKINSON & GRIST,
9, Queen's Road Central,
Solicitors for The National Carbon Co. Inc.

VACCINATION

St. John Ambulance Brigade

WEEKLY RETURN

The number of Chinese vaccinated, free of charge, by members of the Ambulance Brigade, up to and including April 4 was—
Chinese Y.M.C.A. Division 28,479
King's College Division 27,692
Railway Division 10,956
Indian Division 6,032
Kowloon Division 107,217
Mongkok Division 131,957
Shaukiwan Division 9,982
Uo Long 1,714
St. Joseph's College Division 6,862
Victoria Nursing Division 743
Y.W.C.A. Nursing Division 449

331,184
The Vaccination Campaign is now being brought to a close.

AN INNOVATION

The Colony's First Cabaret

As an innovation, the Hong Kong Hotel Roof Garden will be turned into a real cabaret to-morrow, during the dinner dance. This is a departure from the quiet life of the Colony, but unfortunately the cabaret is to last only one night. The management is sparing no expense to make it a success, and the entertainment will be given by the Banvard Musical Comedy Company.

The programme will be similar to that recently given at the Majestic Hotel, Shanghai. The Shanghai Press described it as a colossal success, and that it was in every way equal to that at all the big London cabaret clubs.

With the advent of the warm weather, one's thoughts turn to bathing picnics—it is the intention of the St. Andrew's Church Young Men's Club to do as in previous years, and run weekly bathing parades on Saturday afternoons. Further particulars will be announced in due course.

In other parts of the reclamations operations have already commenced with the preparation of the land for occupation, and in some sections the sea-walls have

"Boy! My Usual Merchant & Soda."

ONCE
TASTED,
ALWAYS
ORDERED.

MARCHANT'S
GOLD LABEL
WHISKY
BUY A BOTTLE TO-DAY.

Sole Agents:—

T. E. GRIFFITH LTD.
6, Queen's Road C, 5th Floor.
Tel. C.3517.

REGULAR MASSAGE TREATMENT

PUNKT ROLLER



USE THE
"PUNKT-ROLLER"

This is the most effective form of massage. The exhilarating effects of five minutes' use leave the circulation sufficiently active to dissolve FAT DEPOSITS. The invigorating sensation of fitness remains for hours. See for yourself, from day to day, the use of the PUNKT-ROLLER will REDUCE and SHAPE the HIPS, THIGHS and CALVES.

THE PHARMACY

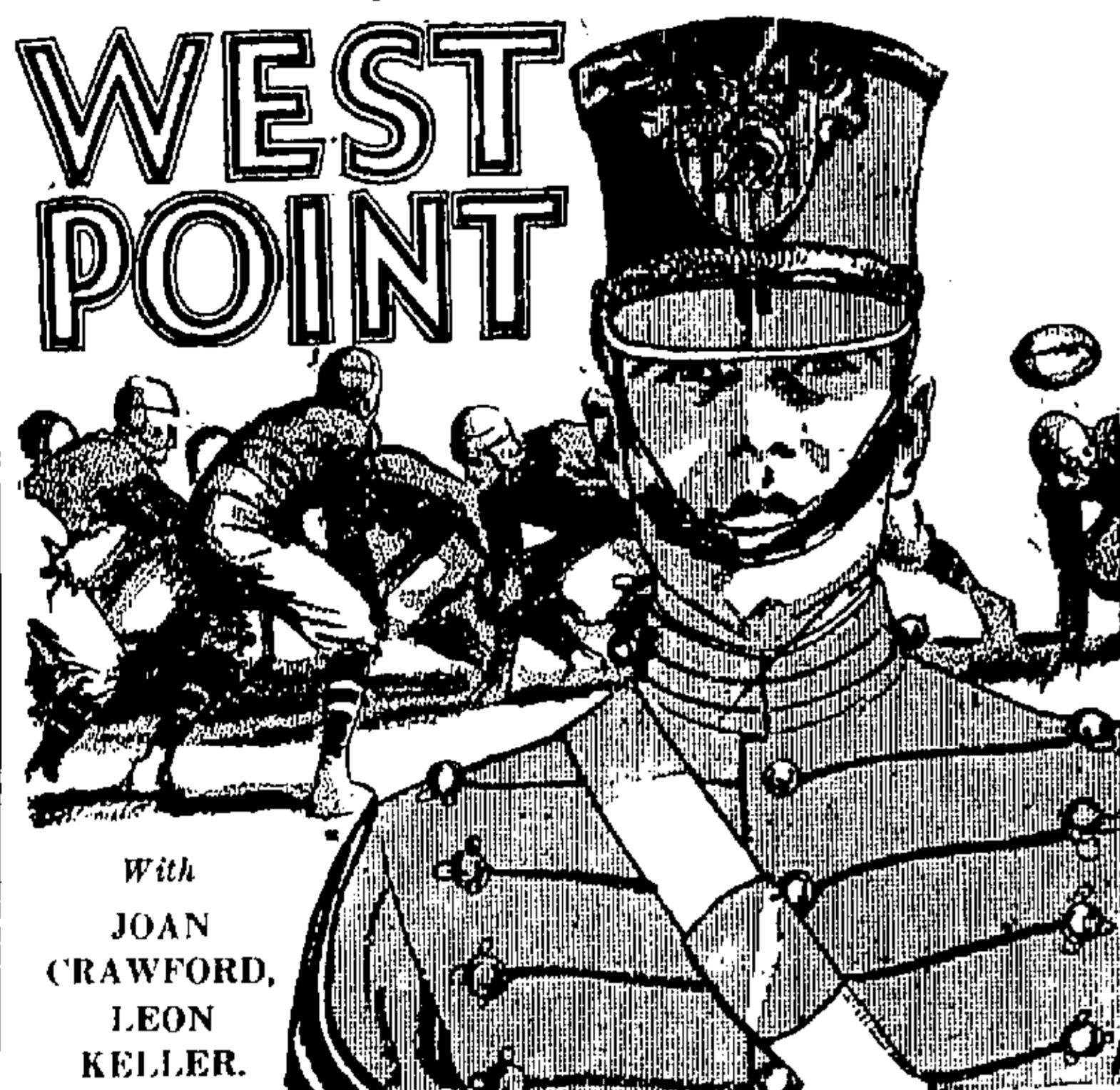
(FLETCHER & CO., LTD.)

Asiatic Building. Telephone C. 345



WILLIAM HAINES

THE popular star of "Brown of Harvard" and "Spring Fever" in another splendid comedy!



LAUGHS GALORE—WITH A ROMANTIC LOVE STORY—AND A THRILL!

AT THE WORLD

Orchestra 5.15 & 9.20.

MOVIELAND

The Week's Films At A Glance

QUEEN'S THEATRE

At 2.30, 5.10, 7.15 and 9.20

To-day and To-morrow.—"The Cardboard Lover," a highly amusing story of love at Monte Carlo. With Marion Davies, Jetta Goudal and Nils Asther.

Tuesday and Wednesday.—"The Gateway of the Moon," a thrilling story of adventure in the Amazon Jungle. Starring Dolores del Rio, Ted McNamara and Walter Pidgeon.

Thursday to Saturday.—"The Mysterious Lady," an absorbing drama of espionage and intrigue, featuring Greta Garbo. Directed by Fred Nibley, the man who made "Ben Hur."

WORLD THEATRE

At 2.30, 5.15, 7.15 and 9.20

To-day and To-morrow.—"West Point," a thrilling comedy-drama of a military training camp. With William Haines and Joan Crawford.

Tuesday and Wednesday.—Norma Shearer's delightful comedy, "The Latest From Paris."

Thursday to Sunday.—Cecil B. De Mille's superb dramatic production, "The King of Kings."

STAR THEATRE

At 5.30 and 9.20

Matines Every Saturday and Sunday and 2.30 p.m.

To-day and To-morrow.—Harold Lloyd's great comedy "Dr. Jack." To-night at 9.15, farewell performance of the Banvard Musical Comedy Company in a pot pourri programme.

Tuesday and Wednesday.—"Rose Marie," a beautiful screen version of the famous musical comedy. With Joan Crawford and House Peters.

Thursday and Friday.—"Love Hungry," a charming romance, featuring Lois Moran and Lawrence Gray.

Saturday and Sunday next (2.30 & 5.30).—Karl Dane and George K. Arthur in "Circus Rookies." Also Charlie Chaplin in "A Dog's Life." At 9.15, The English Comedy Company.

TUESDAY AT THE QUEEN'S



The Cinema Page

"DR. JACK"

Big Harold Lloyd Comedy At Star

"Dr. Jack" which is the feature film at the Star Theatre at 2.30 and 5.30 to-day is a delicious conglomeration of everything one could hope for in a super-comedy. And everything seems entirely new. Harold Lloyd's box of tricks seems everlasting and one never knows what to expect, except that the next laugh will be louder than the first. As a fun-maker, Mr. Lloyd has reached the pinnacle, but in "Dr. Jack" he has also established himself as a runner-up for honours with the screen's greatest lovers, as his love scene with Mildred Davis seemed to us to be one of the most delightful we have ever witnessed.

Besides all this, "Dr. Jack" contains a real story—a story with a serious undertone of a girl's struggle for health. The girl is played, by course, by Mildred Davis, and she aids Lloyd charmingly in the sentimental vein of the comedy. The uproarious part of the offering comes when Lloyd, as the young doctor, begins his campaign to oust the eminent but unscrupulous physician from the girl's household. Then the fun is fast and furious with laughter piling up faster every moment. Tonight at 9.15, The Banvard Musical Comedy Company will present their farewell performance.

NORMA SHEARER

Beautiful Star in Lively Romance

Greta Garbo, the star of many noteworthy screen productions, is the leading player in a new picture, "The Mysterious Lady," which is promised as the feature attraction at the Queen's on Thursday and Wednesday.

The place of love in business and of business in love is charmingly and entertainingly told in "The Latest From Paris," starring beautiful Norma Shearer, which will be screened on Tuesday and Wednesday at the World Theatre.

It is a comedy drama, supplying Miss Shearer with one of those roles in which she excels, that of a scintillating, efficient, modern girl who beats man in his own profession and then succumbs to the lure of romance, proving her old-fashioned femininity after all. The story tells of a travelling saleswoman, the best on the road. None of her masculine rivals can match her success. Her personality is a mystery. All that is known about her is her name. She is especially hated by handsome young man, who meets her on the Pullman, and mistaking her identity, falls in love. He tells her all about this dreaded rival of his, and then gets the shock of his life when he discovers who she really is. Love, however, eventually triumphs after a series of entertaining mishaps. Miss Shearer is supported by a notable cast, including Ralph Forbes as the leading man.

Conrad Nagel, who has probably appeared with more feminine stars than any other leading man in this picture makes his debut opposite Greta Garbo. The love scenes in which they appear together lack nothing of dash, verve and fire.

The story of "The Mysterious Lady" is Miss Garbo's first screen appearance since "The Divine Woman." She appears more accomplished in her latest picture than ever before. This may largely be due to the excellent direction of Fred Nibley, who also directed Greta Garbo in "The Temptress."

He seems to have a knack of understanding the star's capabilities, and by making full use of this ability has created a vehicle for her that easily ranks among the year's best films.

Conrad Nagel, who has probably appeared with more feminine stars than any other leading man in this picture makes his debut opposite Greta Garbo. The love scenes in which they appear together lack nothing of dash, verve and fire.

The story of "The Mysterious Lady" is Miss Garbo's first screen appearance since "The Divine Woman." She appears more accomplished in her latest picture than ever before. This may largely be due to the excellent direction of Fred Nibley, who also directed Greta Garbo in "The Temptress."

He seems to have a knack of understanding the star's capabilities, and by making full use of this ability has created a vehicle for her that easily ranks among the year's best films.

Conrad Nagel, who has probably appeared with more feminine stars than any other leading man in this picture makes his debut opposite Greta Garbo. The love scenes in which they appear together lack nothing of dash, verve and fire.

The story of "The Mysterious Lady" is Miss Garbo's first screen appearance since "The Divine Woman." She appears more accomplished in her latest picture than ever before. This may largely be due to the excellent direction of Fred Nibley, who also directed Greta Garbo in "The Temptress."

He seems to have a knack of understanding the star's capabilities, and by making full use of this ability has created a vehicle for her that easily ranks among the year's best films.

Conrad Nagel, who has probably appeared with more feminine stars than any other leading man in this picture makes his debut opposite Greta Garbo. The love scenes in which they appear together lack nothing of dash, verve and fire.

The story of "The Mysterious Lady" is Miss Garbo's first screen appearance since "The Divine Woman." She appears more accomplished in her latest picture than ever before. This may largely be due to the excellent direction of Fred Nibley, who also directed Greta Garbo in "The Temptress."

He seems to have a knack of understanding the star's capabilities, and by making full use of this ability has created a vehicle for her that easily ranks among the year's best films.

Conrad Nagel, who has probably appeared with more feminine stars than any other leading man in this picture makes his debut opposite Greta Garbo. The love scenes in which they appear together lack nothing of dash, verve and fire.

The story of "The Mysterious Lady" is Miss Garbo's first screen appearance since "The Divine Woman." She appears more accomplished in her latest picture than ever before. This may largely be due to the excellent direction of Fred Nibley, who also directed Greta Garbo in "The Temptress."

He seems to have a knack of understanding the star's capabilities, and by making full use of this ability has created a vehicle for her that easily ranks among the year's best films.

Conrad Nagel, who has probably appeared with more feminine stars than any other leading man in this picture makes his debut opposite Greta Garbo. The love scenes in which they appear together lack nothing of dash, verve and fire.

The story of "The Mysterious Lady" is Miss Garbo's first screen appearance since "The Divine Woman." She appears more accomplished in her latest picture than ever before. This may largely be due to the excellent direction of Fred Nibley, who also directed Greta Garbo in "The Temptress."

He seems to have a knack of understanding the star's capabilities, and by making full use of this ability has created a vehicle for her that easily ranks among the year's best films.

Conrad Nagel, who has probably appeared with more feminine stars than any other leading man in this picture makes his debut opposite Greta Garbo. The love scenes in which they appear together lack nothing of dash, verve and fire.

The story of "The Mysterious Lady" is Miss Garbo's first screen appearance since "The Divine Woman." She appears more accomplished in her latest picture than ever before. This may largely be due to the excellent direction of Fred Nibley, who also directed Greta Garbo in "The Temptress."

He seems to have a knack of understanding the star's capabilities, and by making full use of this ability has created a vehicle for her that easily ranks among the year's best films.

Conrad Nagel, who has probably appeared with more feminine stars than any other leading man in this picture makes his debut opposite Greta Garbo. The love scenes in which they appear together lack nothing of dash, verve and fire.

The story of "The Mysterious Lady" is Miss Garbo's first screen appearance since "The Divine Woman." She appears more accomplished in her latest picture than ever before. This may largely be due to the excellent direction of Fred Nibley, who also directed Greta Garbo in "The Temptress."

He seems to have a knack of understanding the star's capabilities, and by making full use of this ability has created a vehicle for her that easily ranks among the year's best films.

Conrad Nagel, who has probably appeared with more feminine stars than any other leading man in this picture makes his debut opposite Greta Garbo. The love scenes in which they appear together lack nothing of dash, verve and fire.

The story of "The Mysterious Lady" is Miss Garbo's first screen appearance since "The Divine Woman." She appears more accomplished in her latest picture than ever before. This may largely be due to the excellent direction of Fred Nibley, who also directed Greta Garbo in "The Temptress."

He seems to have a knack of understanding the star's capabilities, and by making full use of this ability has created a vehicle for her that easily ranks among the year's best films.

Conrad Nagel, who has probably appeared with more feminine stars than any other leading man in this picture makes his debut opposite Greta Garbo. The love scenes in which they appear together lack nothing of dash, verve and fire.

The story of "The Mysterious Lady" is Miss Garbo's first screen appearance since "The Divine Woman." She appears more accomplished in her latest picture than ever before. This may largely be due to the excellent direction of Fred Nibley, who also directed Greta Garbo in "The Temptress."

He seems to have a knack of understanding the star's capabilities, and by making full use of this ability has created a vehicle for her that easily ranks among the year's best films.

Conrad Nagel, who has probably appeared with more feminine stars than any other leading man in this picture makes his debut opposite Greta Garbo. The love scenes in which they appear together lack nothing of dash, verve and fire.

The story of "The Mysterious Lady" is Miss Garbo's first screen appearance since "The Divine Woman." She appears more accomplished in her latest picture than ever before. This may largely be due to the excellent direction of Fred Nibley, who also directed Greta Garbo in "The Temptress."

He seems to have a knack of understanding the star's capabilities, and by making full use of this ability has created a vehicle for her that easily ranks among the year's best films.

Conrad Nagel, who has probably appeared with more feminine stars than any other leading man in this picture makes his debut opposite Greta Garbo. The love scenes in which they appear together lack nothing of dash, verve and fire.

The story of "The Mysterious Lady" is Miss Garbo's first screen appearance since "The Divine Woman." She appears more accomplished in her latest picture than ever before. This may largely be due to the excellent direction of Fred Nibley, who also directed Greta Garbo in "The Temptress."

He seems to have a knack of understanding the star's capabilities, and by making full use of this ability has created a vehicle for her that easily ranks among the year's best films.

Conrad Nagel, who has probably appeared with more feminine stars than any other leading man in this picture makes his debut opposite Greta Garbo. The love scenes in which they appear together lack nothing of dash, verve and fire.

The story of "The Mysterious Lady" is Miss Garbo's first screen appearance since "The Divine Woman." She appears more accomplished in her latest picture than ever before. This may largely be due to the excellent direction of Fred Nibley, who also directed Greta Garbo in "The Temptress."

He seems to have a knack of understanding the star's capabilities, and by making full use of this ability has created a vehicle for her that easily ranks among the year's best films.

Conrad Nagel, who has probably appeared with more feminine stars than any other leading man in this picture makes his debut opposite Greta Garbo. The love scenes in which they appear together lack nothing of dash, verve and fire.

The story of "The Mysterious Lady" is Miss Garbo's first screen appearance since "The Divine Woman." She appears more accomplished in her latest picture than ever before. This may largely be due to the excellent direction of Fred Nibley, who also directed Greta Garbo in "The Temptress."

He seems to have a knack of understanding the star's capabilities, and by making full use of this ability has created a vehicle for her that easily ranks among the year's best films.

Conrad Nagel, who has probably appeared with more feminine stars than any other leading man in this picture makes his debut opposite Greta Garbo. The love scenes in which they appear together lack nothing of dash, verve and fire.

The story of "The Mysterious Lady" is Miss Garbo's first screen appearance since "The Divine Woman." She appears more accomplished in her latest picture than ever before. This may largely be due to the excellent direction of Fred Nibley, who also directed Greta Garbo in "The Temptress."

He seems to have a knack of understanding the star's capabilities, and by making full use of this ability has created a vehicle for her that easily ranks among the year's best films.

Conrad Nagel, who has probably appeared with more feminine stars than any other leading man in this picture makes his debut opposite Greta Garbo. The love scenes in which they appear together lack nothing of dash, verve and fire.

The story of "The Mysterious Lady" is Miss Garbo's first screen appearance since "The Divine Woman." She appears more accomplished in her latest picture than ever before. This may largely be due to the excellent direction of Fred Nibley, who also directed Greta Garbo in "The Temptress."

He seems to have a knack of understanding the star's capabilities, and by making full use of this ability has created a vehicle for her that easily ranks among the year's best films.

Conrad Nagel, who has probably appeared with more feminine stars than any other leading man in this picture makes his debut opposite Greta Garbo. The love scenes in which they appear together lack nothing of dash, verve and fire.

The story of "The Mysterious Lady" is Miss Garbo's first screen appearance since "The Divine Woman." She appears more accomplished in her latest picture than ever before. This may largely be due to the excellent direction of Fred Nibley, who also directed Greta Garbo in "The Temptress."

He seems to have a knack of understanding the star's capabilities, and by making full use of this ability has created a vehicle for her that easily ranks among the year's best films.

Conrad Nagel, who has probably appeared with more feminine stars than any other leading man in this picture makes his debut opposite Greta Garbo. The love scenes in which they appear together lack nothing of dash, verve and fire.

The story of "The Mysterious Lady" is Miss Garbo's first screen appearance since "The Divine Woman." She appears more accomplished in her latest picture than ever before. This may largely be due to the excellent direction of Fred Nibley, who also directed Greta Garbo in "The Temptress."

He seems to have a knack of understanding the star's capabilities, and by making full use of this ability has created a vehicle for her that easily ranks among the year's best films.

Conrad Nagel, who has probably appeared with more feminine stars than any other leading man in this picture makes his debut opposite Greta Garbo. The love scenes in which they appear together lack nothing of dash, verve and fire.

The story of "The Mysterious Lady" is Miss Garbo's first screen appearance since "The Divine Woman." She appears more accomplished in her latest picture than ever before. This may largely be due to the excellent direction of Fred Nibley, who also directed Greta Garbo in "The Temptress."

He seems to have a knack of understanding the star's capabilities, and by making full use of this ability has created a vehicle for her that easily ranks among the year's best films.

Conrad Nagel, who has probably appeared with more feminine stars than any other leading man in this picture makes his debut opposite Greta Garbo. The love scenes in which they appear together lack nothing of dash, verve and fire.

The story of "The Mysterious Lady" is Miss Garbo's first screen appearance since "The Divine Woman." She appears more accomplished in her latest picture than ever before. This may largely be due to the excellent direction of Fred Nibley, who also directed Greta Garbo in "The Temptress."

He seems to have a knack of understanding the star's capabilities, and by making full use of this ability has created a vehicle for her that easily ranks among the year's best films.

Conrad Nagel, who has probably appeared with more feminine stars than any other leading man in this picture makes his debut opposite Greta Garbo. The love scenes in which they appear together lack nothing of dash, verve and fire.

The story of "The Mysterious Lady" is Miss Garbo's first screen appearance since "The Divine Woman." She appears more accomplished in her latest picture than ever before. This may largely be due to the excellent direction of Fred Nibley, who also directed Greta Garbo in "The Temptress."

He seems to have a knack of understanding the star's capabilities, and by making full use of this ability has created a vehicle for her that easily ranks among the year's best films.

<p

**BITTER GRIEFS****Final Fate of the Holy City**

Preaching in Shanghai on March 24, Bishop Birney said:— Contrary to the historic impression which gives this day its name, the supremely significant thing on that day was not the Hosannas of the crowd, but the burst of bitter grief that broke the heart of Christ as He caught sight of the Holy City and realised her nameless loss and final fate because she blinded her eyes to the living truth He brought.

It is there we catch a vivid glimpse of the brief of God over all human loss. Upon that capacity of grief in God for the sufferings, sins and loss of His human children rests in a very real sense His power of redemption. A griefless God in a world like this would not only be a blasphemer, but, a griefless God were helpless to redeem a world like ours.

God's knowledge of man's possible life in character and achievement, and therefore, the measure and significance of man's loss by sin; God's limitless love for man which moves Him to give His divinest gift to make man's best and highest possible; God's conscious power to bring every man to his supremest life, if he will follow the gleam of Christ;—these three deepen the grief of God over human loss beyond all human ken. Christ comes to us this last Palm Sunday as really as he came to the Holy City on the first, and brings us the power, in Him and in Him alone to fulfil to the uttermost His vision of our highest and noblest life, our supremest capacity for character and service—if these be not "hid from our eyes."

A WELL KNOWN HYMN**Monument to the Composer Unveiled**

A monument recently unveiled at Oberndorf-Salzach, a Bavarian town near Salzburg, commemorates the composing there, 110 years ago, of one of the most famous Christmas Hymns in the World. Just before Christmas 1818, Father Joseph Mohr wrote the words for "Stille Nacht, Heilige Nacht" and it was set to music by the village school master, Franz Xavier Gruber.

Because the organ of the village church had been irreparably damaged during a flood, the melody was composed for a guitar and "Silent Night, Holy Night," the refrain that was destined to be heard in all the Cathedrals of the world, was first sung by a group of school girls to guitar accompaniment in the humble church at Oberndorf. Tyrolean merchants and musicians made the hymn famous throughout Austria and Germany. Father Mohr died in 1848 and Master Gruber in 1863.

BE A MAN!

If you can keep your head when all about you Are losing theirs and blaming it on you. If you can trust yourself when all men doubt you. But make allowance for their doubting, too. If you can wait and not be tired of waiting; Nor being lied about, give way to lies; Or being hated, don't give way to hating. And yet, not look too good, nor talk too wise;

If you can dream and not make dreams your master; If you can think and not make thoughts your aim. If you can meet with triumph and disaster And treat those two impostors just the same; If you can bear to hear the word you've spoken Twisted by knaves to make traps for fools; And see the things you give your life to, broken. And stomp and build them up with worn out tools. If you can make your heart, and nerve and sinew



Cardinal Cerruti, pontifical delegate to the Eucharistic Congress in Australia, photographed as he sailed aboard the s.s. "Conte Biancamano" on the last stage of his return journey to Rome.

And risk it in a turn of pitch and toss And lose, and start again at the beginning And never breathe a word about your loss. If you can make your heart, and nerve and sinew

To serve thine turn long after they have gone And so hold on till there is nothing in you Except the will that says to them: "Hold on." If you can talk to crowds and keep your virtue Or walk with kings nor lose the common touch; If neither foes nor friends can ever hurt you: If all men count with you, but none too much If you can make each unrelenting minute Yield sixty seconds worth of distance run, Yours is the earth and everything there's in it, And what is more; you will be a MAN, my son! I thank you.

EASTER MESSAGE**Sacred Mystery of the Cross**

The profoundest principle in the Christian religion is death and resurrection. It is foreshadowed in the most important of the processes of nature, the planting and germinating of the seed, the succession of winter and spring, the alternation of day and night, the beautiful parable of the chrysalis and the butterfly. All these are types of the sacred mystery of the Cross and the resurrection of our Lord and Saviour Jesus Christ. The symbolic rites and types of the Old Testament, the Flood, the crossing of the Red Sea and the Jordan, the rite of circumcision on the eighth day: initiating a new week—all these pointed forward to the new creation, and found at last their highest fulfilment in the Cross and the open Tomb.

The real life which God recognises, and which we should recognise in ourselves, is the life which comes from the risen Christ, the life which is actually identified with Him, and draws its resources from His unfailing omnipotence. Easter means, a new life out of death, a living union with a risen Lord, and new power to live a new life to the glory of God.

CHURCH NOTICE

A CHARGE OF ONE DOLLAR IS MADE FOR ALL NOTICES UNDER THIS HEADING

FIRST CHURCH OF CHRIST, SCIENTIST.

[Branch of The Mother Church, The First Church of Christ, Scientist, in Boston, Mass., U.S.A.] Macdonnell Road, below Bowen Road Tram Station, Sunday Service, 11.15 a.m.

Subject:—"Unreality."

The Sunday School is held on Sunday mornings at 10 o'clock.

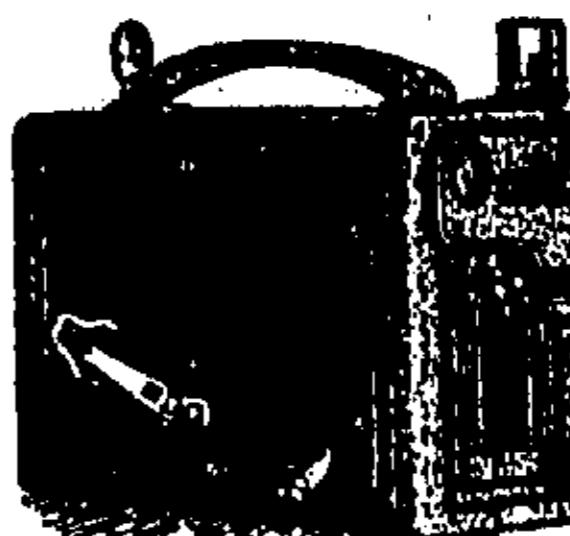
Wednesday Evening Meeting at 5.30 o'clock.

Reading Room at above address, open:

Tuesday and Friday 10 a.m. to 12 Noon.

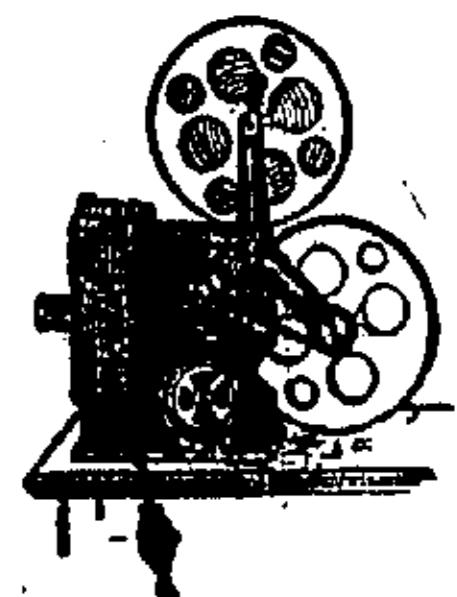
Monday and Thursday 5 to 7 p.m.

The Public is cordially invited to attend the service and visit the Reading Room.

Your Own Movies With Ciné-Kodak

Hold the camera at the eye or waist, press a button and a spring driven motor runs the mechanism that makes your movies—no tripod or crank and no focusing.

See Movies in Your Own Home, the Easy Eastman Way



Attach the Kodascope (projector) to your home electrical circuit, thread the film and snap the switch—then sit down to enjoy your own movie show. Ask your Kodak dealer to demonstrate the Ciné-Kodak to you today.

For full particulars write to
EASTMAN KODAK CO.
24, Yuen Ming Yuen Road,
SHANGHAI.

**Newest
Conceits in****STRAW HATS
FOR
SUMMER**

**Beautiful
New Colours**

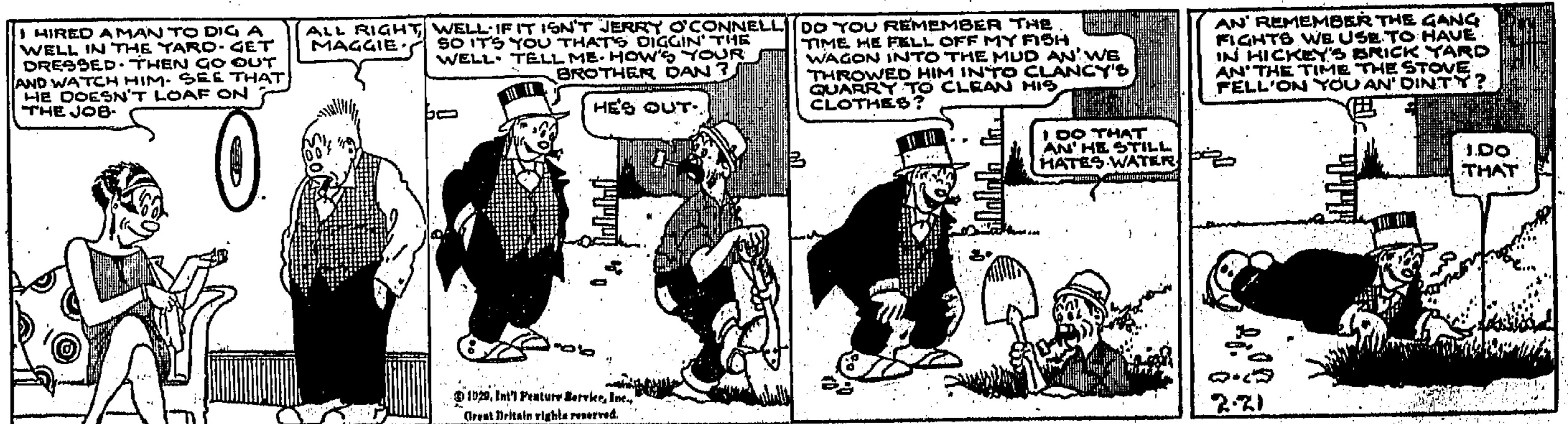
priced from

\$4.50

**Smart Poke Effects
Off - One - Eye Hats
Little French Turbans.**

YEE SANG FAT CO.

THE STORE THAT SAVES YOU MONEY.

BRINGING UP FATHER.**FROM LONDON TOWN****TRAINING FOR THE FIGHT**

It is not surprising to hear that, in intelligent anticipation of an impending general election, which may be one of the most critical for several generations, schools of oratory and debating societies are springing up all over London. Thousands of ambitious would-be politicians are striving to equip themselves to catch the ear and control the mentality of the vast new electorate. But what puzzles one is the particular style of platform speaking that the professors of these oratory schools are adopting. Within the last two decades the fashion has completely changed in public oratory. Lord Chaplin was the last of that epoch of orators, among whom Gladstone and Lord Rosebery and William Redmond stood out as giants. The modern Parliamentary habit is not to orate but to discuss. The up-to-date platform speaker resembles more something between a lecturer and a company promoter than a Demosthenes. But we suppose the new schools adopt the new method.

Unavoidable By-Elections

When Mr. J. C. Davidson, Chairman of the Unionist Party organisation, intimates that the half dozen by-elections which are impending will have to take place notwithstanding the imminence of the general election, it may be taken as an indication that no party compromise has proved possible. The cost of these last-moment contests, both to candidates and to party organisations, is very vexatious when set off against the few weeks that the elected member will be able to enjoy the privileges of being an M.P. The average cost per candidate may be set down as £500. Such a waste of good money, just when it is most wanted for the general campaign, led party leaders to explore avenues for its avoidance, but from Mr. Davidson's statement, it would look as though the "pourparlers" have broken down.

Scaling Down the Claims

Mr. Amery stated the case in a little apologetic speech which carefully avoided all awkward corners, but even he had to admit that if he were to keep within the supplemental total all later claims will have to be "scaled down"—in other words only a percentage granted for all claims above £1,000, while in a great many "heart-breaking"

cases there will be no adequate compensation whatever. Irish Loyalists, he added, will have received in all some £10,000,000, about one million of which will have been paid by the Free State Government, and a further £5,000,000 has been found by that Government in compensation for general damage during the civil war. In addition millions have been paid by the British Government in respect of damage by the forces of the Crown before the Irish Treaty was signed. As to the million paid after the Treaty, he said, it was a pure gift on our part.

Tory Backbenchers

Mr. Amery, it should be noted, was speaking in consonance with the views of the majority of the Cabinet, but he had completely ignored the Die Hard section of his party, who have never forgiven the Irish Treaty, and never will, and would gladly tear it into fragments if they had the power. These Tory backbenchers demanded in angry speeches that justice and honour call on the country to find at least £1,400,000, and for two-and-a-half hours they kept the storm in motion. It is a most deplorable decision, said Colonel John Gretton, now to be accounted leader of the Die Hard group. Colonel Howard-Bury described it as petty, niggling haggling. Sir Harry Foster declared himself ashamed of the Government; and Sir William Davison, of Kensington, as you will remember, joined in the fray. Mr. Churchill, who will have to find the money, thought it necessary to take a hand, but he made the mistake of speaking entirely from the standpoint of economy, oblivious of all other considerations. Somebody, he declared, must be the guardian of the public purse, or the State would fall into weakness and collapse. If the Government yielded to pressure in this case, a much larger issue than the condition of a few hundred people in Ireland would be raised, nothing less than the whole question of national economy and Exchequer control. Let not the House be carried away by a strong feeling of generosity into wasting down the constituted guardians of the public purse. All might have been well had the matter rested there, but when Colonel Gretton and Company had added a few twigs to the fire, so to speak, Lord Hugh Cecil poured petrol on the flames. He made what is said

to be one of the most devastating five-minutes speeches ever heard in the House, the theme of which was that "economy does not mean refusing to pay a debt of honour; that is called by a much harsher name—a name too harsh to be within the rules of order." You could not, he added, put into account of public savings obligations which arose from moral source.

"I think it unfortunate that the Government should have remembered economy just for once, when it was rather before that the principle of honour could be dealt with on a basis of percentages."

Thrown Over!

Mr. Churchill squirmed under the attack, and then grew pale. His colour changed to the crimson of anger, when the Prime Minister entered, and faced with the certainty of defeat if the question had gone to a division at that moment, calmly threw over the Chancellor of the Exchequer by moving to report progress—in other words to adjourn the debate—"with a view to re-examination." Which was done.

But it has left a nasty and embittered feeling behind, especially in the angry heart of Mr. Churchill, who is specially anxious to be accepted at the present moment as an economist of the first order, and is particularly keen about his honour and sensitive to any references to his career, either from his old friends of the Liberal Party or from present-day colleagues who have never really welcomed him back to his party before that. To be thrown over by the Prime Minister was the unkindest cut of all. There is much speculation as to his next move. With the General Election so near—there won't be one.

Irish Question

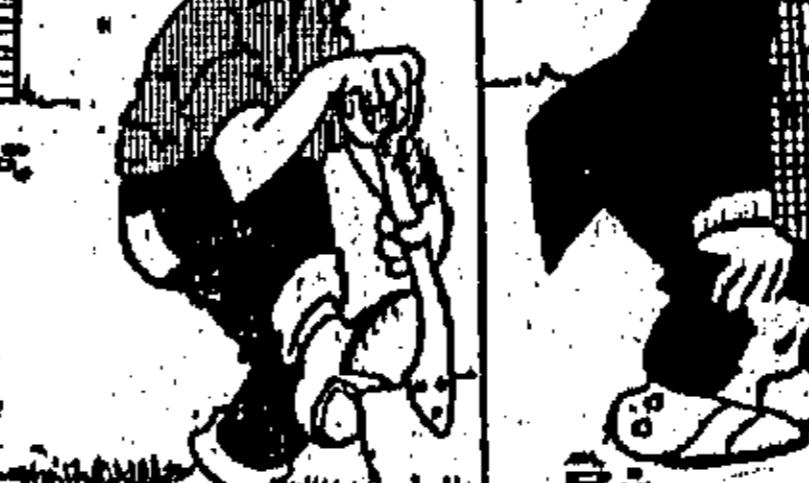
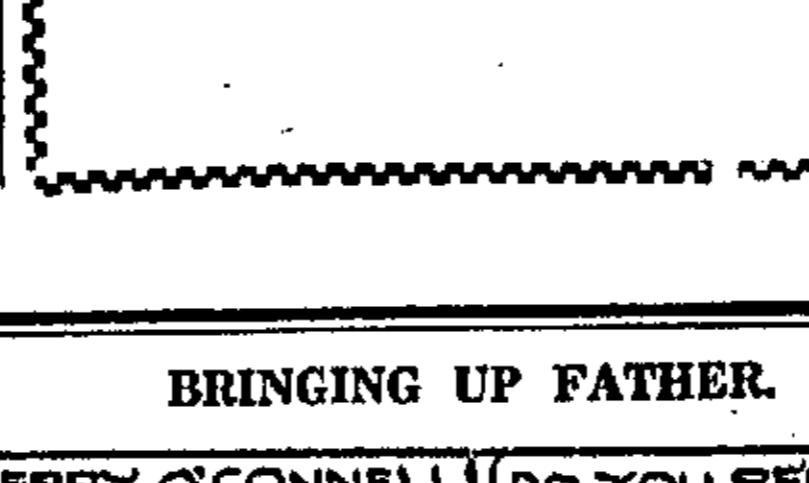
Mr. Winston Churchill is once more discovering, as many other statesmen before him have done, that there are two sides to the Irish question, if not more. He may have thought the whole matter was

settled when the Irish Treaty was signed in Downing-street in the early hours of a cold dark morning; but he forgot the Irish Loyalists and their claims. He has written yet another book on the aftermath of the War, extracts from which are now appearing in "The Times," and in that he tells in brief the sad story of Anglo-Irish history down to the time of the War, when the first feelings of enthusiasm for that great struggle were changed into the old hatred of the Saxon connection, and Sinn Fein rose triumphant. "The two supreme services which Ireland has rendered Britain," wrote Mr. Churchill, "are her accession to the allied cause on the outbreak of the Great War, and her withdrawal from the House of Commons at its close."

• • •

Forgetting the Loyalists

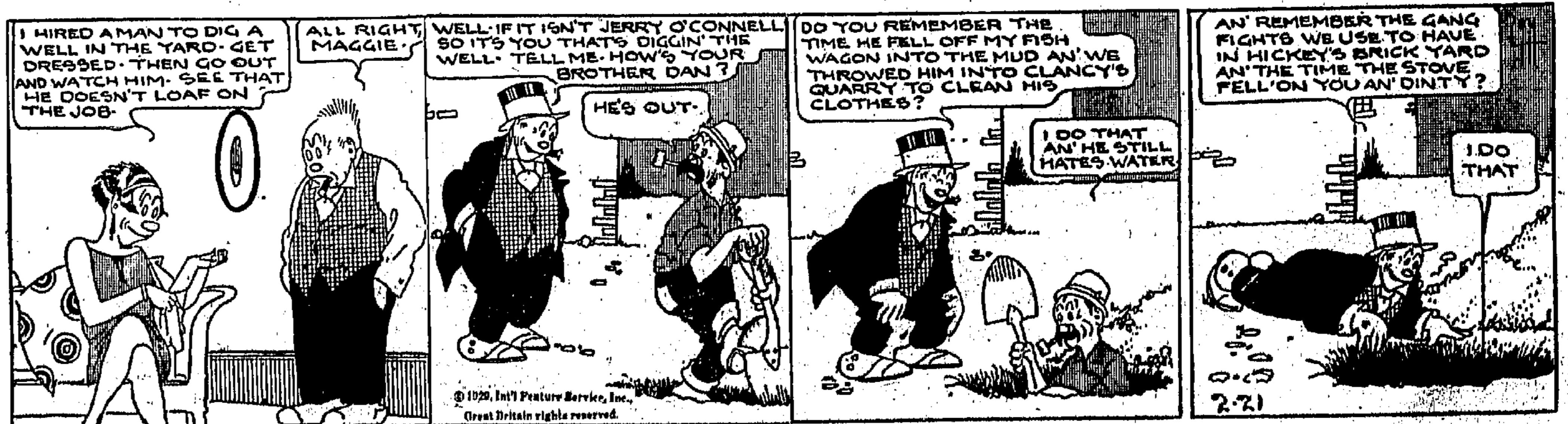
Mr. Churchill forgot the Irish Loyalists. It is a curious coincidence that on the evening of the day on which this article appeared, Mr. Churchill should be the centre of a storm in the House of Commons, which resulted in his being cast like Jonah to the waves by none other than Mr. Baldwin, in order to save the Government from being defeated. The trouble arose over the amount of compensation that should be paid to the Irish Loyalists, and as in the case of Falstaff honour was involved. Some years ago, it may be remembered, the Government set aside £400,000 for meeting the claims of these Loyalists in respect of damage suffered by them after the signing of the Irish Treaty. The sum was raised to £625,000, and then to £1,000,000 twelve months ago, at which point the Government, like King Canute, said, Thus far shalt thou go and no further. But as one hand did not know what the other hand was doing £62,000 had already been spent in excess of the million, and the Government found themselves compelled to bring in a supplementary estimate to cover up their financial tracks.



**Smart Poke Effects
Off - One - Eye Hats
Little French Turbans.**

YEE SANG FAT CO.

THE STORE THAT SAVES YOU MONEY.

BRINGING UP FATHER.

PRIZE OF H.K.\$100 VALUE.

100 LBS. THOMPSON'S DOUBLE-MALTED MALT MILK
(PLAIN OR CHOCOLATE FLAVOURED)

Given as Prize to Anyone Submitting a Correct or Nearest Correct Solution to Cross-Word Puzzle published below:—

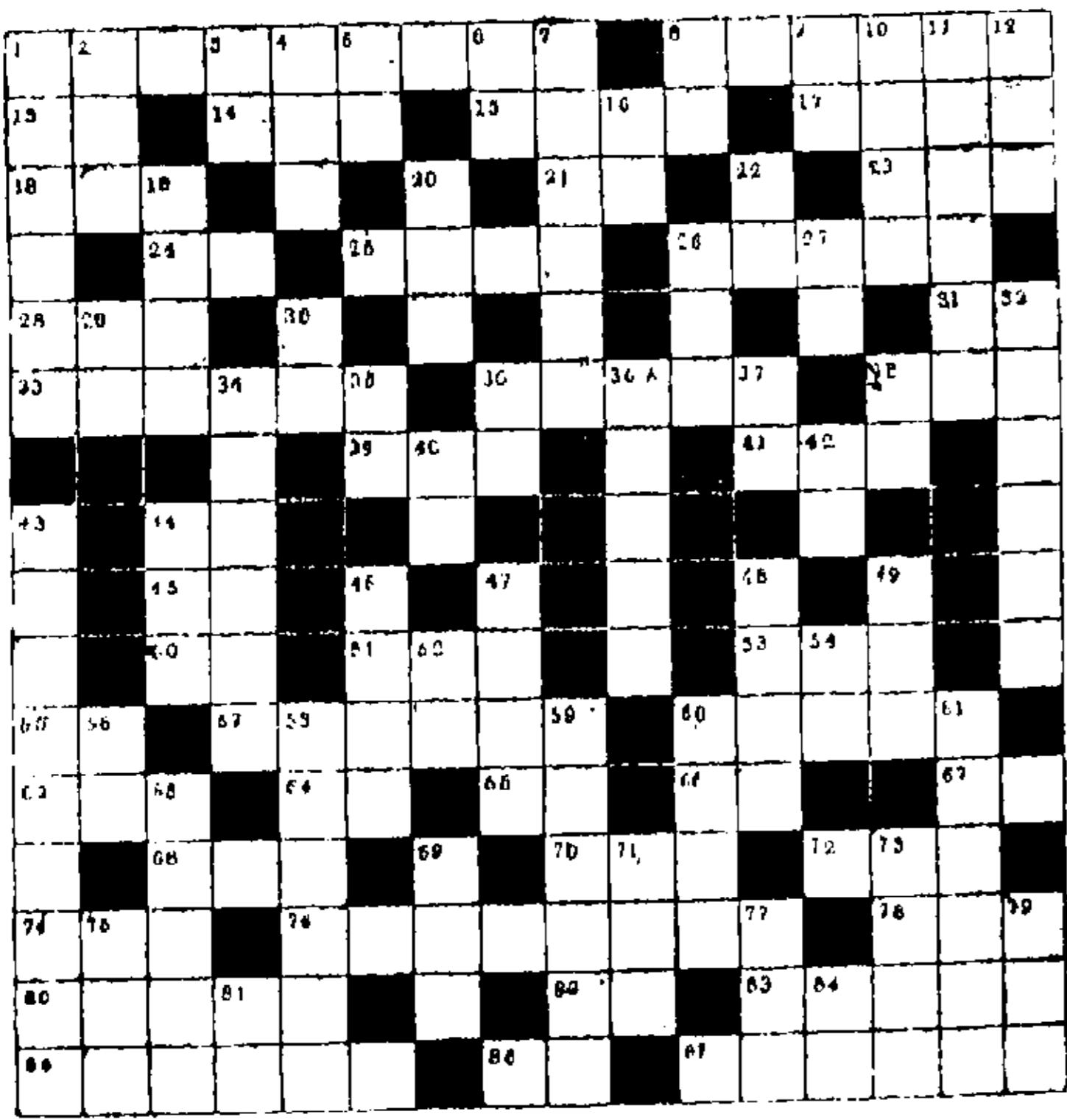
The following conditions must be observed:—

- Every solution must be accompanied by an empty Thompson's tin (plain or chocolate) and coupon and must be sent in to Messrs. Hui & Hui, Alexandra Building, Top floor, on or before Tuesday, 9th April after which no further solutions will be accepted.
- Any solution with more than 3 errors will not be entertained.
- Only one solution accepted from any one address.
- The prize of 100 lbs. Thompson's Double-Malted Milk (plain or chocolate flavoured) will be given to the sender of the correct solution or the nearest correct solution.
- In the event of a tie, the prize will be divided equally among the successful contestants.
- The Agents' decision will be final.
- No correspondence.

Name

Address

Date sent



HORIZONTAL.

- A popular brand of Malted Milk.
- A reason for its popularity.
- Woe.
- A verb.
- A state in the U.S.A.
- Atmosphere.
- "And the rest."
- Same.
- Cry.
- Article.
- Skin of a tree.
- An impression.
- A fish.
- A day of the week (abbreviated).
- A youngster.
- Noble.
- Establish (abbreviated).
- A beverage.
- A simpleton.
- A verb.
- Pound (abbreviated).
- Behold.
- A fowl.
- Total.
- Myself.
- Erstwhile.
- Crams.
- A vegetable.
- By.
- Number (abbreviated).
- A substitute for general terms.
- One.
- To light.
- Ran.
- A bird.
- A cerval.
- Renewed.
- Passion.
- A relation.
- Note in Scale (Mus.).
- Sound.
- Strude.
- A pronoun.
- Spared.

The result will be published in our usual advertising space, on Friday, 12th April, 1929.

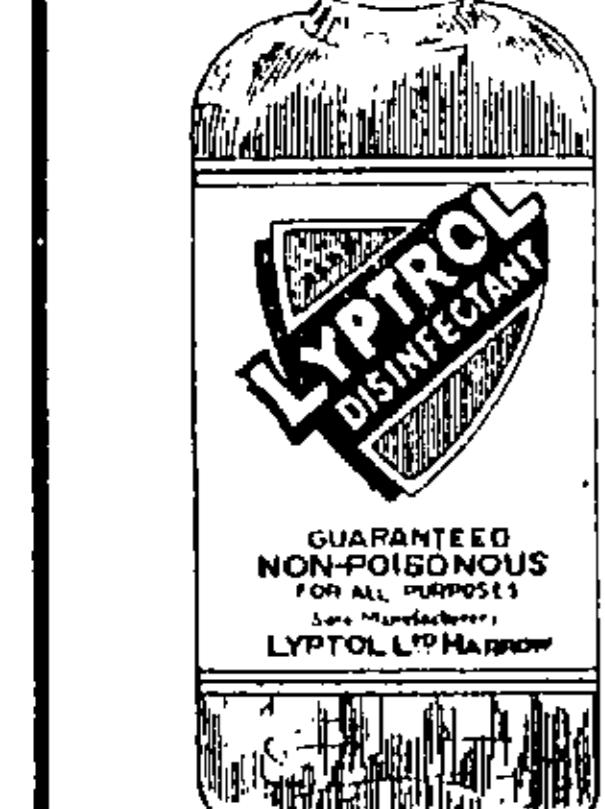
LYPTROL

Stronger than Carbolic yet non-poisonous, non-corrosive. Delicately fragrant.

The only really safe DISINFECTANT where there are children.

Obtainable at all Dispensaries

Sole Agents:—

LYEN BROTHERS,
Phone C. 3313. China Blgs.

PASSENGER LISTS.

ARRIVALS.

Per a.s. "President Monroe" from America and intermediate ports, April 6:

Mr. Robert E. Chambers, Miss Nuey-shee, Mr. Chen Pah-yin, Mrs. Chen Wong Sze, Mr. Ching Hung-hing, Mr. Chow Shang, Mrs. Choy Nuey-Shee, Mrs. R. M. Chu, Mr. G. L. Fang, Mr. Ho Ka-chiu, Mr. Y. K. Lam, Mr. E. C. Lam, Mr. Lang Sang-ming, Mr. K. P. Leong, Miss S. K. Liang, Mrs. C. L. Liu, Mr. C. C. Ma, Mr. Ng Yee, Mr. Isaac Sassoon, Mr. Shon Pin-klin, Mrs. Helen C. Smith, Mrs. S. Y. Tang, Mr. Cyril R. W. Thomson, Miss J. C.

DEPARTURES

Per a.s. "Hakusan Maru" for Europe on April 6:—
Mr. and Mrs. V. R. Bowden, son and daughter, Mr. M. Irisawa, Mr. J. Crichton, Mr. I. Kisselbach, Mr. D. W. Clarry, His Excellency Joro de Blanchi, Mr. A. S. Abbott, Mr. K. Tanaka, Mr. and Mrs. W. R. Mansfield, Mr. H. M. Tweedie, Mr. W. D. Neill, Miss F. Miel, Mr. W. Walr, Mr. Y. B. Stormes, Mr. F. E. Nash, Miss P. Goodall, Mrs. S. Bhigamal, Master Akiji, Mr. T. (Continued at foot of Column 7.)

VERTICAL.

- A score.
- Can be taken ... or cold.
- Parent.
- Prefix denoting before.
- Point of compass.
- Negation.
- Given free with Thompson's.
- Month (abbreviated).
- Note in Scale (Mus.).
- Session.
- Exophiles.
- A pat.
- A verb.
- Sow of Isaac.
- Rustious substance.
- Noir.
- Sol.
- Morning.
- AO (actual).
- Us.
- An imaginary Island.
- Bent.
- A side.
- Lend (abbreviated).
- Pertaining to a Royal Court.
- Latin "From the beginning" (abbreviated).
- Formerly.
- Latin "And".
- Either.
- An ideal night-cap.
- Entire.
- A note.
- Immediately.
- A vehicle.
- A mountain.
- God.
- Behold.
- Point of compass.
- Spite.
- Spirit.
- Long.
- SATRIE (actual).
- Change.
- Goddess of revenge (myth).
- A particle.
- An ingredient of Thompson's.
- A small island.
- A Decoration.
- EID (actual).
- Company (abbreviated).
- A colour on an escutcheon (Her.).

Presented to Mme. Maria Ana Tamagnini Barbosa, by the Club Lusitano, Hong Kong, 6th April, 1929.

Little Miss Alicia Gutterres gracefully offered to Mme. Tamagnini a dainty bunch of roses in a silver holder as a memento from the members of the Club Lusitano, while Miss Edith Nolasco da Silva made a similar presentation to Mme. Tamagnini. Consul-General's Compliment

The next speaker was the Consul-General for Portugal, Mr. Gervaeira de Albuquerque e Castro. He said that an representative of the Portuguese to him fell the honour of speaking on such an auspicious occasion. At a banquet given in His Excellency's honour two years ago he referred to the Governor's excellent qualities and the Portuguese of the East were proud to feel that his administration of the colony of Macao had been such a successful one. He assured the Governor of the loyalty of the twelve thousand Portuguese scattered throughout the East.

The speaker concluded by offering for Senator Barbosa's acceptance a gold watch which had been subscribed for by members of the Portuguese Community in Hong Kong and which they offered to His Excellency in testimony of the esteem and respect in which he is held by his compatriots in this Colony.

Macao Governor's Thanks

The Governor of Macao was warmly applauded as His Excellency stepped forward to return thanks. He said that he felt very thankful for so much kindness shown him and his family on the part of his compatriots in Hong Kong. He thanked them for the beautiful souvenir album his wife had just received. Referring to the Club Lusitano, Senator Barbosa said:—"With an existence of over sixty years almost coincident with the existence of the Colony of Hong Kong and the first institution of its kind founded here, its purport has always been to work for the best interest and the well-being of the Portuguese Community and none other has exceeded it in patriotism. (Hear, hear and Applause.) The kindness with which it has always received me, which had also been extended to my predecessors—all of them our compatriots—has touched me very much indeed. Within the Club I consider I am in a little bit of Portugal, in the midst of affectionate friends, unexcelled in kindness, and not in a foreign land." He stated that if were there no other cause for him to wish to return to Macao the fact that Sir Cecil Clementi, Governor of Hong Kong, had proved himself such a friend of the Portuguese, in his efforts towards the advancement of friendly international relations, Sir Cecil Clementi's friendship alone made him long to come back to the East. "If there should be no other reasons which necessitate my return to Macao, it would suffice that I have such sincere friends in Hong Kong to make my return a pleasure."

Two Ladies

The Hon. Mr. Braga then announced that there was another

pleasant ceremony to be performed,

and that was a presentation to Madame Tamagnini in appreciation of the part she took in the International Dance Display. He had much pleasure in inviting Mrs. Southorn to present the souvenir. Mrs. Southorn, as the Colony's leading lady, had been an indefatigable worker for international concord in Hong Kong, whilst Madame Tamagnini, a lady of kindred spirit, had worked for the same laudable end in the sister Colony of Macao. It was, therefore, a great privilege and pleasure for them to have these two ladies as their guests. He felt sure that as long as they had the good influence of Mrs. Southorn in Hong Kong and of Madame Tamagnini in Macao, the Anglo-Portuguese relationship in this part of the world would always be one of cordial friendship and understanding. (Applause).

Mrs. Southorn's Speech

In a felicitous speech Mrs. W. T. Southorn, chairman of the International Dance Festival, said:

Your Excellency, Madame Tamagnini. Ladies and Gentlemen:—I consider it an honour and a pleasure to be the ore to present you, Madame Tamagnini, with this small souvenir on behalf of the Committee of the International Dance Festival, which owed so much to you and your friends. The book has been carried out by the skillful hand of Mr. d'Aquino, and I am sure you all agree that it is a unique record of a very happy and very successful afternoon. We hope that you will take it with you to your sunny land and that there it will evoke memories of the many friends you have made in Hong Kong. Both you and His Excellency have endeared yourselves to us, and we wish you a happy holiday and a safe return. I wish I could speak your musical language as skilfully as you speak English. Unfortunately, my knowledge of Portuguese is confined to a very few words, but I hope I may employ them in conclusion and that you will understand them if I do. A rossa Saudade! (Applause).

Record of the Dance

The Dance Committee's souvenir to Mme. Tamagnini took the form of a large album with a complete set of the photographs taken on the occasion of the International Dance Display held at the Club de Recreio on February 23. A feature of the collection of photographs was one showing the arrival of Senator and Mme. Tamagnini at King's Park with His Excellency Sir Cecil Clementi, K.C.M.G., the Hon. Mr. W. T. Southorn, C.M.G., Miss Luard, Capt. A. J. L. Whyte, A.D.C., and the members of the Dance Committee. The cover of this album also was designed by Mr. J. G. d'Aquino and was generally admired for its beauty and the idea worked in with emblems representing the shields of Portugal and Great Britain. The flower design was conspicuous with a display of the Rose as the national flower of England.

A full illuminated page of the album read:—

"Presented to Mme. Tamagnini as a souvenir of the International Dance Festival held at the Club de Recreio, King's Park, Kowloon, on Saturday, February 23, 1929.

"This book is a token of sincere appreciation of invaluable assistance rendered by Mme. Tamagnini and other residents of Macao."

The inscription was followed by the signatures of the Committee.

Mme. Tamagnini's Reply

In very moving terms Mme. Tamagnini stated that she was totally unprepared for such a splendid demonstration of goodwill on the part of her many friends. It made her feel very much indeed to think that Mrs. Southorn should have graced this occasion with her genial presence, and she declared that Mrs. Southorn had proved herself to be a real friend of the Portuguese. Concluding, she said, "I drink to you, all."

The assembly then adjourned for tea. Mr. Pedro Sequeira and his musical family of boys delighted the gathering with selections of music very pleasingly rendered. A cornet solo by his youngest son was much appreciated and applauded.

After ten there was dancing which was kept up with much enthusiasm until 8 p.m. when the Portuguese National Anthem and "God Save the King" were played and the party dispersed. The dance music was provided by a band of volunteer jazz musicians formed by members of the local Portuguese community.

2½ YEARS

Review of Senhor Barbosa's Administration

Macao, Friday.

His Excellency the Governor of Macao, Senhor Artur Tamagnini de Sousa Barbosa, accompanied by Mme. Tamagnini do Sousa Barbosa and Mme. Barbosa, has left for Hong Kong preparatory to taking ship for Europe on Sunday, on well-deserved leave after an administration of no less than two years and a half duration.

NEW COMEDY CO.

Successes From The Aldwych Theatre

OPENING ON APRIL 13

On Saturday, April 13, the New Banvard English Comedy Company will commence a short season at the Star Theatre, Kowloon, when they will present what is probably the strongest repertoire of farces, comedies, and thrillers that has ever been brought to the East. Their opening offering will be "A Cuckoo in the Nest," from the Aldwych Theatre, London. The Company of fourteen West End London artists were specially rehearsed in London by the Aldwych Theatre producer and stage manager in order that it may be presented as near the Aldwych manner as possible.

Commercial Expansion

Commercially, the Colony has expanded and the introduction of the Post Office Savings Bank on a large scale, the development of wireless communication, and the encouragement of industries are characteristics that have made themselves felt in Macao. The opening up of Chun Shan by the building of the Kee Kwan Highway presages an era of prosperity ere many years have passed.

The diplomatic relations of Macao have probably never been so progressive as during the past two years, and the number of distinguished visitors to Macao is further testimony to the prestige that Macao has enjoyed of late.

In internal matters the Governor's administration has been accompanied with pronounced success, and the many demonstrations on the part of the Chinese community of their appreciation of His Excellency's Governorship is eloquent tribute of their acknowledgment of many benefits that have accrued to them during the two years past.

Financial Matters

In financial matters Senhor Barbosa was no less successful and succeeded in converting the balances of the budget from a deficit to surplus. The direct Government administration of opium has won the approval of the League of Nations, and the Colony's income from this source has been reduced to a very meagre sum.

It is known that the Governor proposes to treat with the authorities in Lisbon in regard to many matters redounding to the Colony's benefit and Senator Barbosa leaves Macao with the best of good wishes of coming back after carrying through the important matters that take him Home.

CLEVER ACTRESS



Kathleen Vaughan.

One of the most talented members of the Banvard English Comedy Company, which is due to begin a series of performances in the Colony on Saturday next, is Miss Kathleen Vaughan, a British actress who, though still very youthful, has already had considerable experience and success on the "legitimate stage" and with the "films." Miss Vaughan will appear in the cast of several plays about to be produced in Hong Kong for the first time. She comes with glowing tributes to her previous successes.

She has acted the part of Peter in Barrie's delightful fantasy, "Peter Pan"—quite a distinction in itself. She played the part of Tintagiles in Maeterlinck's "The Death of Tintagiles," and — which proves her remarkable versatility — Johnny in "The Last of the De Moulaines." Before a London audience she appeared in "Where the Rainbow Ends" and, a little later, she was one of the leading dancers in "Judith." In film work she took the part of Babette in "The Face at the Window." She was also in the film plays "Handy Andy," "Elphège the Mountebank," "The Old Country," "The Prince and the Beggar Maid"—where she played the role of the Beggar Maid, opposite the well-known London actor, Mr. Henry Ainley. Other notable successes in which she appeared were "Corinthian Jack," "Save a Little Thought for Me" and the "Pickwick Papers."

It will be a great pleasure to see so talented an actress, and local playgoers will look forward all the more eagerly to the approaching visit of The Banvard English Comedy Company, who open their season next Saturday with Ben Travers's extremely amusing farcical comedy, "The Cuckoo in the Nest," which had a big run at the Aldwych Theatre, London.

LETTERS & RADIO

Addresses Which Cannot Be Traced

POST OFFICE LIST

A General Post Office notification gives the following unclaimed correspondence, etc., waiting at the Post Office, and also unclaimed radiotelegrams at the Radio Telegraph Office, Government building.

Poste Restante

Mr. M. Amiot, J. J. H. Arson, M. R. Aytona, Madame Clerget, W. E. Carley, Mrs. C. J. Caldwell, Mrs. Chu Yun-kum, J. W. Davidson, c/o Rotary Club, Mrs. G. F. Gill, R. H. Galbraith, S. Gopaldass, Wm. Hunt, (c/o C. C. Fuller), F. Halbekann, Capt. A. E. Hodgins, K. C. Hamilton, Mrs. E. M. Harper, Elizabeth Keith, Mrs. A. Koustetsova, C. M. Karaculanic, F. Lapin, General Liu, P. H. Lapique, R. Light, Madame Master-Bori, Capt. E. Maples, s.s. "Nam Yung", E. Mackie, Mr. and Mrs. R. G. Mather, A. Mason, W. Newton, W. R. Pearce, C. E. Phipps, A. V. Pinson, Mr. Przelowski, B. Parkes, J. Pooler, H. Raff, T. C. Shorffs, A. N. Seaton, R. Sander, C. Servadio, Edna See Chin, A. Southern, J. Sample, L. D. Taylor.

Unpaid Correspondence

C. D. Adams, H. W. Dunning, Mrs. Clayton Young.

Registered Articles

Haji Abdul Latif Ahmed, Wm. Basker & Co., Madame Chu Yun-kum, A. Sarritte Curlo, Durwish and Luckschand (Ben Meyer's International Commercial Directory), Miss K. Ellison, (c/o H.K. Hotel), P. Hafemann, Misses Hinman, G. Hummel, (c/o J. P. Bissell & Co.), Mons. Prezelowski, A. V. Pinson, John Pooler, Daria Rechlowa.

Unclaimed Radio Telegrams

Address From Mrs. Briggs Cunningham Cincinnati Ohio.

Harata Kuichi .s.s. "Aki Maru," Ding Lee, Des Voeux Rd. Tungshau.

Kank Pai-surn Tchekam.

Yewth Swatow.

Smidtou Nam Dink.

Samko c/o Yee Cheong Loong 232 Third Street Macao.

Tanco Medan.

4100 Swatow.

Albertine Era Remedios . . . Macao.

6025 Soerabaya.

Noraceeny San Francisco.

Madame Civilier Bord Chenon-

cear Saigon.

<p

MOTORISTS THIS IS YOUR PAGE

SINCERE'S —

AGENTS FOR :—

B S A
NORTON
EXCELSIOR

MOTOR CYCLES

TO SUIT EVERY PURPOSE FOR
SPORTS, PLEASURE OR BUSINESS.

Unsurpassed Values !

Ask For Easy Payment Terms

one GILLET entered ONE GOLD MEDAL

Some of the SUCCESSES obtained in 1928 by Mr. CLARK, an amateur with his GILLET 500 c.c. two port.

LONDON-EXETER

LONDON-GLOUCESTER

COLMORE CUP.

LONDON-LAND'S END

LONDON-EDINBURGH

SCOTTISH 6 DAYS.

INTERNATIONAL 6 DAYS' TRIAL.

7 Trials Entered 7 Gold Medals.

GILLET D'HERSTAL,

Holders of 32 WORLD'S RECORDS.

Sole Agent :

THE FRENCH MOTOR CYCLE CO.
46, Nathan Road, Kowloon.

JUST ARRIVED. . . .

per EMPRESS OF FRANCE

The latest

500 C.C.

HARLEY - DAVIDSON (SINGLE).

THE GASCON MOTOR CO.

REPAIRS UNDERTAKEN ON ALL MAKES OF MACHINES.
Tel. K. 1242. 2, Kwong Wah Road, Kowloon.
(Opposite The Steam Laundry).

A GOOD ASSORTMENT OF SPARE PARTS AND
ACCESSORIES IN STOCK.

A U T O
ACCESSORIES

THE REPUBLIC MOTOR CO. OF CHINA:
30-32 Des Voeux Rd. C.

Spare Parts
Batteries,
etc., etc.



Electric
Accessories,
etc., etc.

OUR WEEKLY CHAT

On Cars, Trucks, Cycles And Accessories

NOTES FROM THE FACTORIES

[By "Super-Six"]

Viceroyal Warrant

His Excellency Lord Irwin, Viceroy and Governor-General of India, has granted warrant to the Dunlop Rubber Co. (India), Ltd., who are also appointed contractors to His Majesty's Army and Royal Air Force in India.

Speed Trial Result

For the second time a Fiat car secured the Maita Challenge Cup, during the annual speed trials organized by the Western India Automobile Association on the sea front at Bombay. The victory was a triple one, for, in addition to the cup, the Fiat won in the 1500 cc. class and captured the open handicap for all classes. During the performance the car lowered its own previous record for the half mile from 86 2/5 seconds to 85 seconds flat. The entries were very representative, among the cars taking part being Bugatti, Ford, Standard, Lancia, Austin, Chandler, Vauxhall, and Fiat.

Lord Montagu of Beaulieu

Motorists have suffered a real loss through the death of Lord Montagu of Beaulieu. He was adviser to the Government of India on mechanical transport services from 1915 to 1919. He was interested in aviation, railways, and all transport matters, especially motoring. He was a member of the Road Board from 1909 to 1910 and

Skidproof Roads or Cars?

Will the future bring skidproof roads or must it be left to car designers to attempt the difficult, if not impossible, task of thinking out some way of making cars themselves skidproof without the use of auxiliary equipment like chains for the wheels? An interesting question raised by the "Light Car and Cyclecar." Ice-bound roads are, of course, tremendous evils, and even if a great deal is done—as it should be—to solve the slippery-road problem, we still think that car designers should face the fact that they, as well as road engineers, owe a duty to the public. Of paramount importance, for example, is the need for perfect equalization of all four sets of brakes. We have proved that on a car in which this ideal has been attained as nearly as possible skidding even on icy roads is greatly reduced. Here alone is scope for inventive genius. Improved systems of foolproof mechanical equalization are needed, or the wider adoption of hydraulic brake operation, which provides an almost perfect means of compensation.

Dynamo Brushes

It is wise occasionally to remove dynamo brushes and to clean them and the commutator segments. In most dynamos the brushes are held in their guides by spring triggers. By raising the trigger with the fore-finger the brush can be withdrawn, being careful not to pull off the flexible stranded-copper lead. Stray carbon may be removed from the commutator by a soft wad on the end of a pencil.

Coachwork

Motor car manufacturers have added gold for use in luxurious car coachwork. It made its appearance at the international automobile salon in Paris. It was used for exterior hardware and bright metal work, such as bumpers and door handles. Though its cost is high for automobile use, noted coachbuilders have greeted its appearance with interest, and many predict its quick application to most luxurious cars. A bright golden metal was seen on a Studebaker Louis XIV. limousine, mounted on the President Eight chassis and displayed at the Studebaker stand in the Grand Palais. Bumpers and door handles are of this metal in keeping with the luxury of the interior finish. Coachmakers see in the new process a metal which will permit them to vary the nickel and chromium used for headlamps and other plated exterior metal work on fine motor cars.

Foreign Secretary's Car

A 20 h.p. Humber Landauette was the choice of the Right Hon. Sir Austen and Lady Chamberlain when selecting a new car upon their return from abroad. This car was supplied by Messrs. Rootes, Ltd., from their Devonshire House showrooms.

Byrd's Choice for the Police

A Wellington (N.Z.) message states:—Commander Byrd has selected a small British motor-car for his lavish Polar expedition, which is equipped with aeroplanes, wireless and all the latest scientific inventions. The British motor-car has been chosen in competition with 24 American models.

Motor Fire Appliances

One of the most remarkable features of commercial motor vehicle development during the past few years has been the steady progress of the rigid six-wheeler. This type of chassis has been equipped with every kind of coachwork for passenger and goods transport, but one of the fields which appears to offer virgin soil for cultivation, says the "Commercial Motor," is in the equipment of fire brigades. Six-wheeled engines have been manufactured to meet the needs of the smaller fire brigades in rural areas. Little appears to have been done, however, to further the progress of this type for heavy work in our larger cities and towns, despite its manifest advantages.

Record Beaten



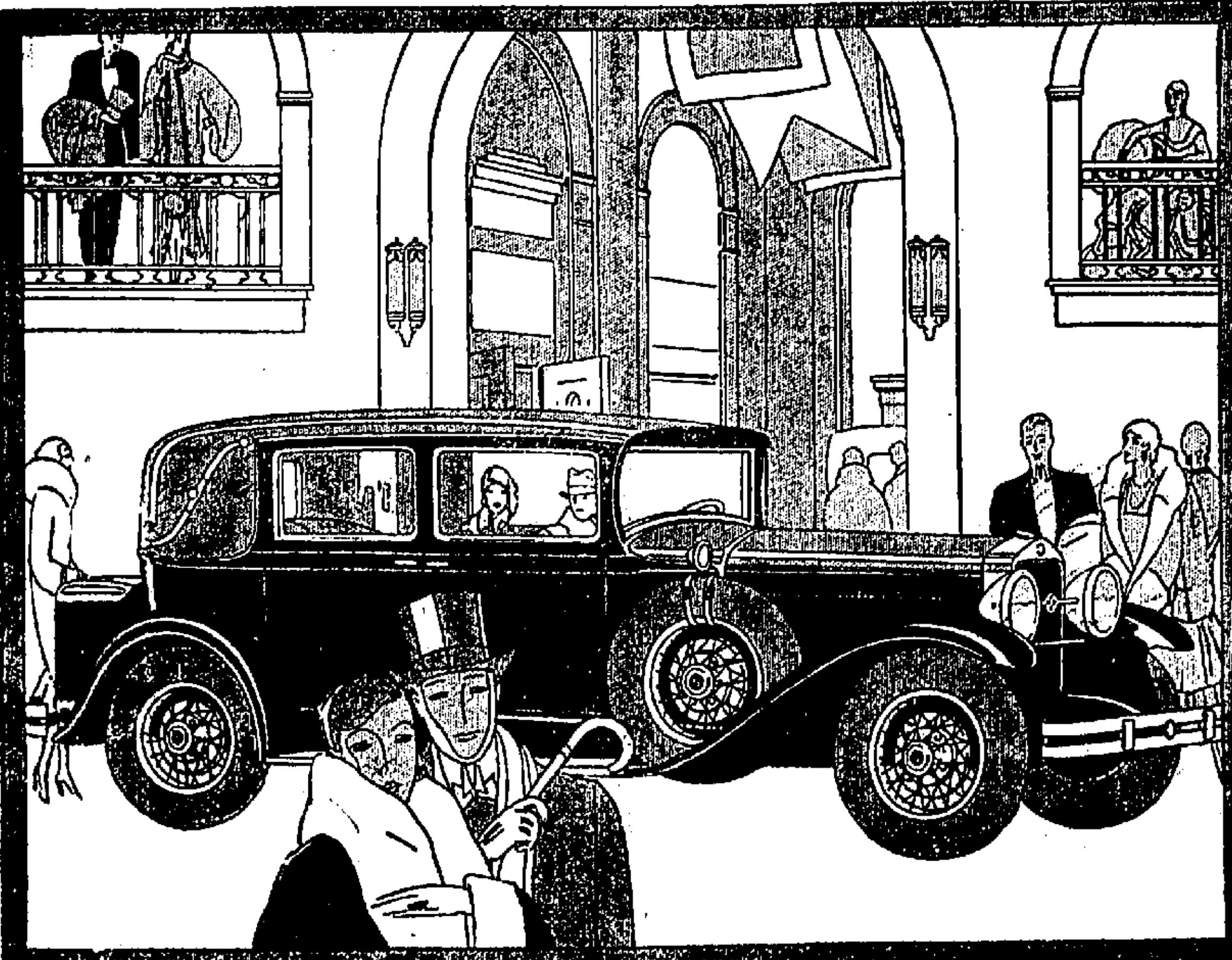
J. M. White, above, again drove his famous "Triplex" at Daytona Beach, against Major Segrave in an unsuccessful defence of the world's speed record of 207.5 miles an hour, which was set by Ray Keech in the same car.

STUDEBAKER Wins

11 world records . . .

23 international records

. . . CERTIFIED BY INTERNATIONAL A. R. A. C., PARIS



STUDEBAKER'S NEW PRESIDENT EIGHT BROUHAM — 135-inch wheelbase — 115 horsepower — six wire wheels, trunk and Houdaille hydraulic shock absorbers standard equipment.

STUDEBAKER has been awarded additional records by the International Association of Recognized Automobile Clubs, Paris! These records were won by a fully equipped stock model President Eight during its recent run of 30,000 miles in 26,326 minutes and in a 24 hour run. Studebaker's President Eight now holds a total of 34 of the highest speed and endurance records approved by the I. A. R. A. C. Even more remarkable is that the 11 world records awarded are for any class of car.

Thus regular production Studebakers—twin brothers of the ones you will see here today—out-speed and out-last the records of the world's Grand Prix racing models, stripped to the chassis! The President also holds 115 official American records for speed and endurance. The new world champion President Eight has many basic improvements that make it still greater, still more desirable.

Come see these new Studebaker achievements here today.

Studebaker's Four Lines

Studebaker builds four great lines of cars:—The President Eight (30,000 miles in 24,326 minutes); The Director (6000 miles in 4781 minutes); The Erskine (1000 miles in 984 minutes). Each is backed by Studebaker's 12-month guarantee.

Prices Range from H.K.\$2,320 to H.K.\$6,140.

THE HONG KONG HOTEL GARAGE

25 Queen's Road Central

Tel. Central 4759.

STUDEBAKER
BUILDER OF CHAMPIONS



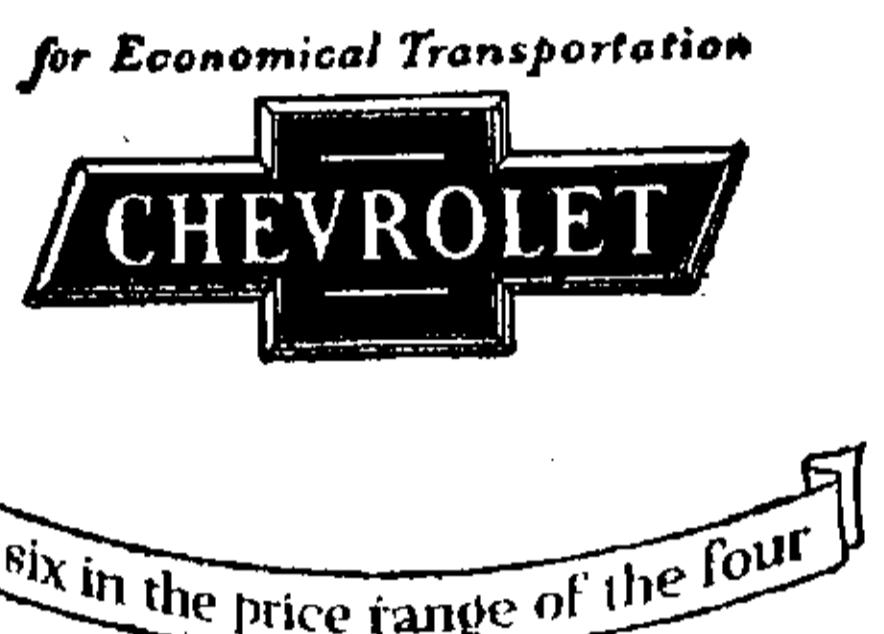
FOR HEAVY DUTY ECONOMICAL TRANSPORTATION

Drivers of far more expensive trucks are amazed at the ease and quickness with which the New Chevrolet transports capacity loads over all sorts of roads — up mean hills — and through difficult places.

Never, they say, has there been such a Chevrolet truck. Never have they seen such brilliant performance when tremendous extra power and flashing acceleration were imperative. Never such ease of handling.

And when costs per ton-mile are figured out, you will realize that Chevrolet's reputation for economical transportation is carried a big step forward — that the New Chevrolet truck does a bigger, harder day's work with the same remarkably low fuel and oil consumption, and low service cost.

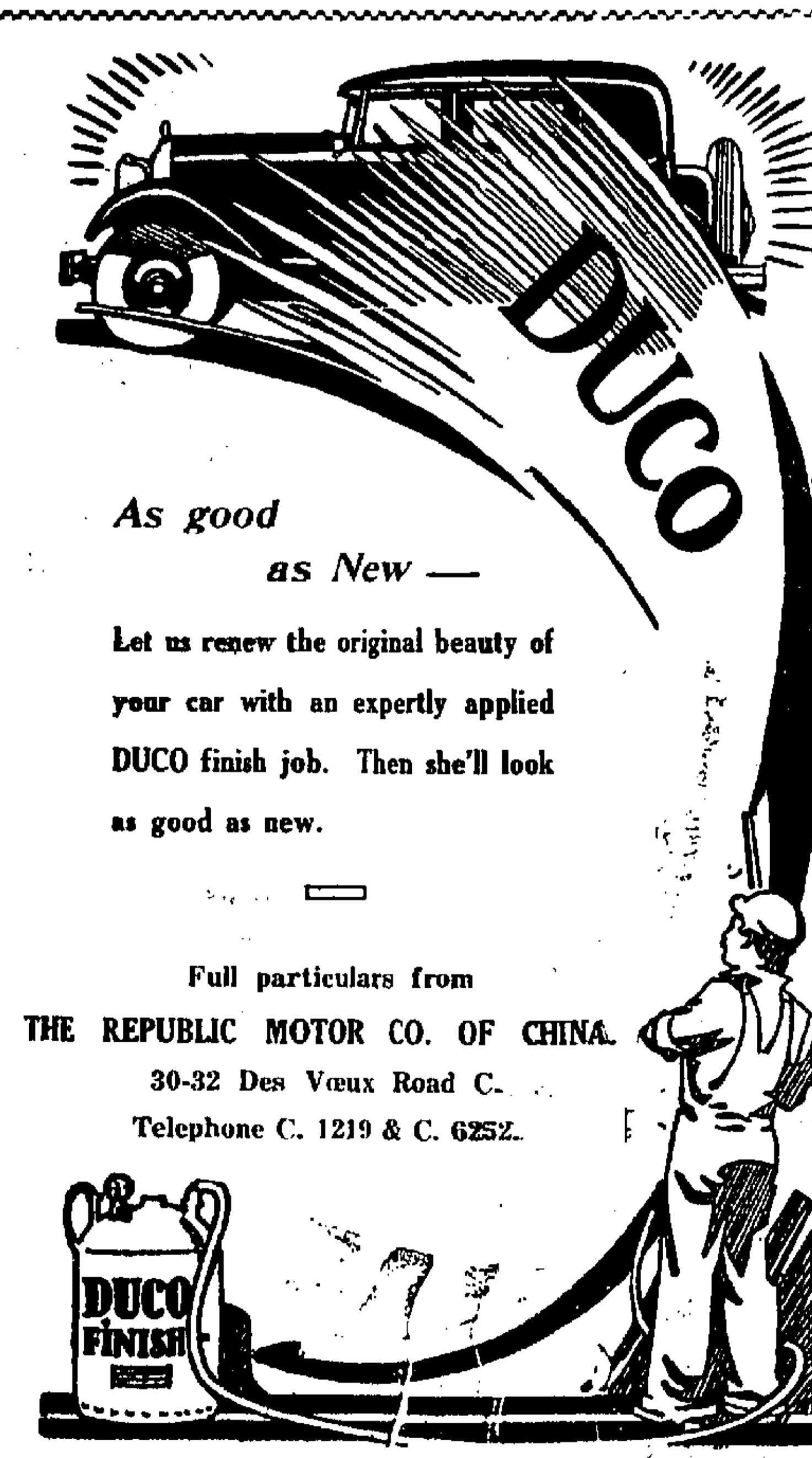
1½ Ton Chassis Complete H.K.\$1,510.



THE HONG KONG HOTEL GARAGE

25 Queen's Road Central

Tel. Central 4759.



TYRE LIFE

Regular Inspection Adds Miles

"If we could only impress upon all motorists the importance of regular tyre inspections, thousands

of extra miles of trouble-free service would be forthcoming," says the manager of the Dragon Motor Garage, the local Firestone Service Dealers.

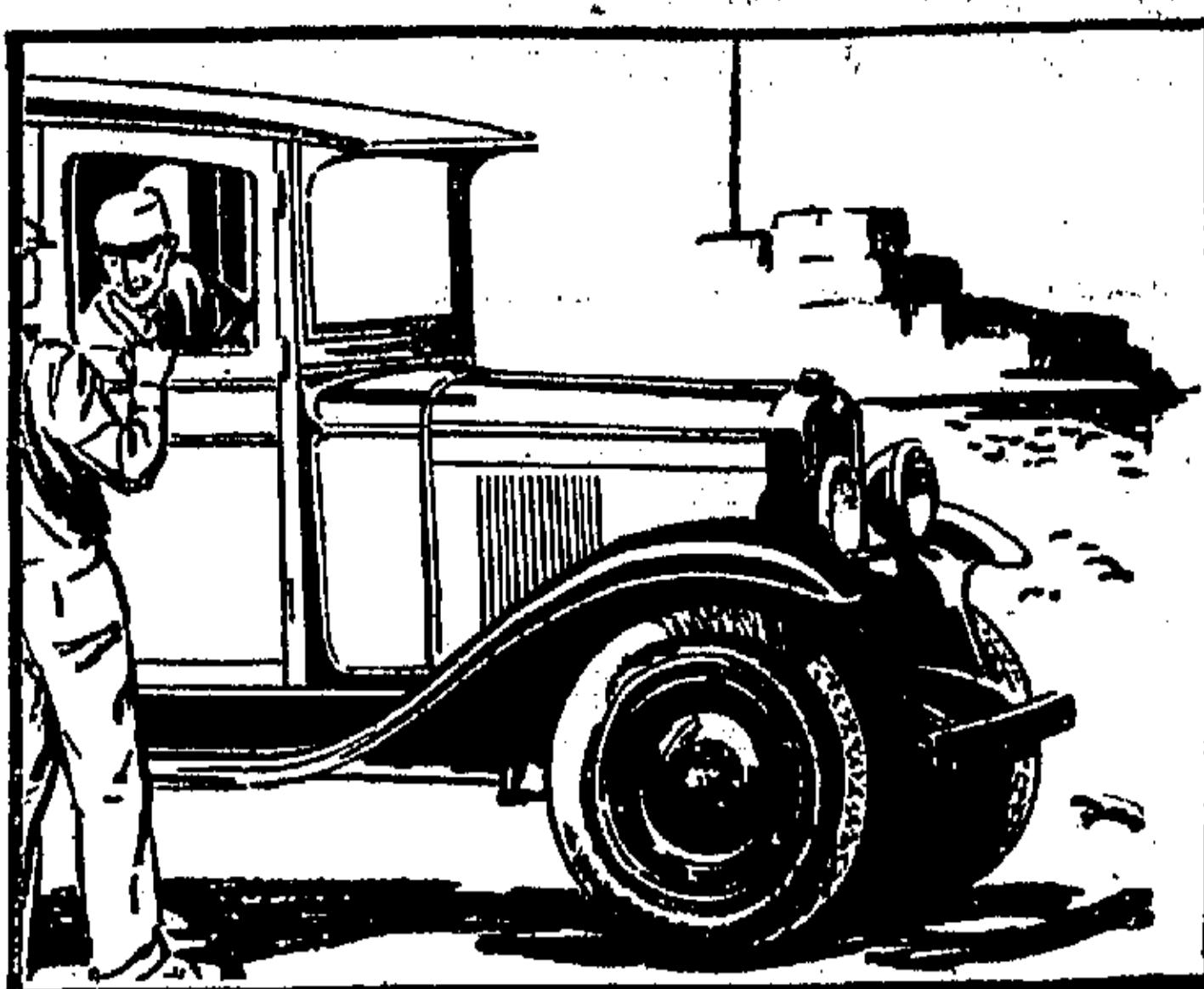
Just as the athlete who is in good physical condition can show his best performance, so the tyres that are kept in condition can give their best service. It pays in the

thousands of extra miles to give tyres the benefit of routine service at regular intervals.

Firestone dealers are equipped to renew a tyre service that saves money for the car owner. This includes a check-up of tyres, wheels and rims to see that they are in good shape for trouble-free service. The air pressure in each tyre is tested according to the

Firestone specification chart. The valve operation of each tube is also checked to guard against slow leaks, a frequent cause of loss of tyre mileage.

Car owners who "play fair" with their tyres and have them inspected regularly will not only get better service from the tyres so far as performance is concerned, but will obtain much more mileage.



IN THE COURTS

Motor Licence Problem

In the House of Lords before the Lord Chancellor, Viscount Sumner, Lords Buckmaster, Blanesburgh, and Warrington, the appeal was heard of Tilling-Stevens Motors Ltd. v. Kent County Council and Another.

Their lordships heard arguments in an appeal which raised the question whether a goods vehicle in which a petrol engine and electric generator generated electricity used in an electric motor to propel the vehicle should, for the purposes of the Finance Act, 1926, be charged licence duty as an electrically-propelled vehicle, or as a vehicle other than electrical.

In the former case the duty would be £27 and in the latter case £54.

Tilling-Stevens Motors Ltd., of Maldon, the appellants, contended that the duty should be on the lower figure, while the Kent County Council, the respondents, said it should be on the higher scale.

Mr. Justice Clauson decided for the company, but the Court of Appeal by a majority held that the vehicles were other than electrically propelled.

Sir Arthur Colefax, K.C., submitted for the company that the vehicle was propelled by means of an electric motor.

The Club in Act

The Attorney-General (Sir Thomas Inskip, K.C.), representing the Minister of Transport, who was also a respondent in the appeal, admitted in reply to Lord Sumner that there was nothing in the Act which gave a clue as to the substantial object of the discrimination, which was purely arbitrary. What they had to see in this case was what the energy came from and not what it went through.

Lord Buckmaster: What is the logical difference between generation of electricity by a petrol motor and generation by a series of chemical cells?

The Attorney-General: In the latter case it is, in the ordinary use of language, an electrical apparatus.

The Lord Chancellor, moving that the appeal should be allowed, said that in his judgment the vehicle did not cease to be an electrically propelled vehicle by reason of the fact that the electricity was generated by a combustion engine, or by reason of the fact that the purpose for which this device was adopted was to overcome difficulties in transmission. In his judgment it fell into the exact language of the Finance Act 1926.

Viscount Sumner and Lords Buckmaster, Blanesburgh, and Warrington concurred, and the appeal was allowed, with costs.

BUSINESS OPPORTUNITY

CLASSIFIED Advertisements, set up in this style and inserted in "The Hong Kong Sunday Herald," are speedy and effective in procuring results. Rate 50 cts. for 40 words for one insertion. Bring yours in to 3A, Wyndham Street or 'Phone C. 4641.

Did Not Look For Cause of Car Accidents



Motor accidents are becoming more frequent. Every car motorist deplores this. If accidents are to be lessened, the same motorist must educate the culpable intelligent motorists...

In co-operating in the elimination of grade crossings, in supplementing recognized and standard warnings with wiz-wags and other devices the railways are doing a great work towards the still further reduction of crossing accidents but they cannot do the work alone as is demonstrated by the report which shows that day by day the automobile driver ignored warning signs like "crossing gates" and "did not look for the approach of train, father and daughter killed".

"Crashed into side of train. Fired \$10 in court". These actual quotations from the list of "dangerous practices" are from the report of the Board of Railway Commissioners.

The report of the Board of Railway Commissioners shows that forty-five accidents occurred at protected crossings, and also that during 1927 there were seventy-four accidents as a result of motor vehicles running into the sides of trains, and twenty-four unfortunate attempts to board the train. In the case of fatalities occurring outside the city limits, the injured are frequently hurried to city hospitals and thus unwarrantably increase the city death rate.

A report issued by Dominion Bureau of Statistics states that in the Province of Quebec, Montreal is responsible for one half of all automobile deaths. Toronto's contributions in Ontario are only about twenty-three per cent of the total. It is to be noted, however, that in the case of fatalities occurring outside the city limits, the injured are frequently hurried to city hospitals and thus unwarrantably increase the city death rate.

77 YEARS

Studebaker Dealers Celebrate

Seven thousand Studebaker dealers all over the world celebrated the 77th anniversary of The Studebaker Corporation on February 16, which was established in South Bend, Indiana, in 1852 by Henry and Clem Studebaker.

The little shop and the \$68 capital which represented the first Studebaker venture has grown into one of the largest manufacturing corporations in America, backed by actual net assets of more than \$105,000,000 and employing 21,000 people. Dealers in every country in the world sell the products of great modern factories in South Bend, Detroit, and Walkerville, Ontario, Canada.

Studebaker's automobile experience dates back to 1899. The Studebaker Brothers Manufacturing Company was then one of the largest vehicle builders in the world. The first experiments were with electrics. In 1904 the superiority of the petrol engine led to the manufacture of the first Studebaker automobile, a 16 h.p. machine with the motor under the front seat.

The little 16 h.p. machine was the forerunner of four great lines of automobiles which Studebaker manufactures to-day. In the past two years these cars have won every official American speed and endurance record for fully equipped stock cars regardless of power or price. The leader of the four lines is the President Eight, which also holds eleven world records for speed and endurance.

FRENCH CARS

Disappointing Year Reported

The statistics just published of the French foreign trade in motor-cars are disappointing, for they show that the business done in 1928 was not so good as in the previous year. The exports fell about 16 per cent, while the imports were increased by 83 per cent.

The number of cars imported increased from 128,000 to 321,000, and the value from 113,000,000f (£904,000) to 206,000f (£1,648,000).

On the other hand, France did better with the motor bicycle. The value of the exports was increased from 17,000,000f to 22,000,000f (£176,000), while the imports were valued at 11,600,000f (592,800), against 7,500,000f in 1927.

The increase in the number of touring cars imported is due to several causes. It seems that the Italian colony imported a large number of cars from Italy, and the imports from America are in part attributed to the irregularity of delivery of French cars. In spite of these figures and the Customs barriers in England, Belgium, Germany, Italy, and the United States — they, of course, exist in France against foreign vehicles — it is argued that the French motor-car industry occupies the first position.

NEW STYLE

Longer And Lower Bodies

The Chrysler "65" established itself instantly as the world's finest moderately-priced "six". Its designers created an entirely new style in automobiles . . . they built wider, longer, lower bodies . . . appointed the interiors with a higher degree of elegance . . . and brought out an entirely new engine of great power and easy speeds of 65 miles and more per hour! There are many definite reasons why this new car, in its class, is the motorists' logical choice in this day of quickening pace and tightening traffic conditions.

Drivers who have already tested the "65" appreciate its easy handling and safety. The car holds its course on straightaways almost unaided, and, through exact proportioning of the steering gear leverages, is surprisingly steady on rough roads. A lower centre of gravity affords exceptional roadability. Due in part to its unique spring arrangement, the "65" has an exceptionally short turning radius, which gives the driver a decided advantage, particularly where traffic is heavy.

Important Detail

A highly important detail is the new system of 4-wheel brakes. These operate on the hydraulic principle, which assures perfectly equalised and easy braking action, while the internal-expanding type of construction affords, among other things, constant protection to the braking surfaces against such harmful agents as dust, water, mud and sand.

The coachwork of the "65" reflects the perfection that characterises custom creations. Interiors are replete with luxurious appointments — deep, form-fitting cushions; side armrests; fine upholstering, blended to suit the individual body finishes; garnish mouldings in walnut finish; smoking and vanity cases; horn and throttle controls at top of steering post; artistic interior fittings of new design; draft plates around pedals, and a host of others that show how far Chrysler has progressed in putting comfort on wheels.

Fleetness

Fleetness is emphasised by every detail of the radically different body design. The "slender-profile" radiator is the most distinctive and beautiful style innovation of the past ten years; it has no counterpart anywhere. Other features will arrest your eyes — new bowl shape head-lamps . . . "air-wing" full-crown fenders (which offer extra protection against road splashes) . . . new moulding treatment . . . curved embossed louvre panels in the sides of the hood . . . arched window silhouettes . . . embossed "V-shape" section in the top of the hood and cowl — and many more. All bright work on the "65" is chromium-plated.

Yet even more important than this interior and exterior beauty and refinement is the strength and efficiency of those hidden mechanical parts which are the very heart of motor car value and performance.

High Compression Power

Chrysler's "65" horse-power "Silver Dome" engine, using ordinary gasoline, delivers the advantages of high-compression power. It is a perfectly balanced power plant, distinguished by such Chrysler engineering attainments as the 7-bearing counter-weighted crankshaft, (only car near its price with this development); silchrome steel exhaust valves; Invar steel strut pistons; full force feed oil system; oil filter; air cleaner; impulse neutralisers; integral crankcase ventilation; rigidly webbed crankcase; scientifically developed manifold, and numerous other mechanical perfections. The "Silver Dome" is cushioned on specially-moulded rubber mountings which not only add measurably to the smoothness, but eliminate the transmission of vibration into the frame. Easy riding action is further assured by hydraulic shock absorbers and by springs of generous length, anchored in blocks of live rubber.

Unique Power

Only Chrysler, with its enormous purchasing power and its unique policy of Standardised Quality (which spread the cost of manufacture over four fields of cars) could offer in a price range of \$1040.00 to \$1146.00, such quality features. No wonder the new "65" series has inspired motor enthusiasts to say "Chrysler has done it again."

In the short period since the introduction of the Chrysler "65" series, thousands of owners have learned how far this car goes in advance of accepted standards, how generously it has been endowed with all the benefits of Chrysler pioneering and Standardised Quality! Instantly recognisable, the 6 different body types of the "65" are seen in the service of the most discriminating motor enthusiasts everywhere.

MICHELIN

READ THIS! — It will convince you of the Reliability of Michelin Tyres.

One of our customers writes . . . No doubt it will interest you to know what I think about your "Michelin" Tyres. As you will recollect I bought a Fiat (M 509) Car from you fitted with these Tyres (size 720 x 120) and after having run for about 8000 miles I cannot speak too highly of them . . . I have never had any trouble with these tyres; there has been no puncture up to date and it was never necessary to use the spare tyre . . .

Original of this letter can be seen at any time in our office upon application.

ALL SIZES IN STOCK.

A. GOEKE & CO., DISTRIBUTORS.

China Buildings (3rd Floor). Tel. C. 2221.

FIAT GARAGE DEPOT.

67, Des Voeux Road C. Tel. C. 4821.

TYRE LIFE

As good
as New —

Let us renew the original beauty of your car with an expertly applied DUCO finish job. Then she'll look as good as new.

Full particulars from

THE REPUBLIC MOTOR CO. OF CHINA.
30-32 Des Voeux Road C.

Telephone C. 1219 & C. 6252.



of extra miles of trouble-free service would be forthcoming," says the manager of the Dragon Motor Garage, the local Firestone Service Dealers.

Just as the athlete who is in good physical condition can show his best performance, so the tyres that are kept in condition can give their best service. It pays in the

thousands of extra miles to give tyres the benefit of routine service at regular intervals.

Firestone dealers are equipped to renew a tyre service that saves money for the car owner. This includes a check-up of tyres, wheels and rims to see that they are in good shape for trouble-free service. The air pressure in each tyre is tested according to the

Firestone specification chart. The valve operation of each tube is also checked to guard against slow leaks, a frequent cause of loss of tyre mileage.

Car owners who "play fair" with their tyres and have them inspected regularly will not only get better service from the tyres so far as performance is concerned, but will obtain much more mileage.

TWO BAD BODIES**Warning to New Buyers**

At this season of the year a great many inexperienced motorists are ordering new cars; and many of them order coachwork which they afterwards learn to detest. Amidst the glories of a showroom or in the fine colour printing of a catalogue, the look of a body is apt to dominate our minds; in prolonged ownership, it is practical convenience which counts. There are two very popular types of body against which most members of the public require to be warned, because their appearance is attractive as their comfort is negligible.

Regret Their Choice

The first has been moribund in the minds of wise men for twenty years, but is endowed with a wholly undeserved immortality by a constant succession of new owners. It is the popular "two-seater with dickey." It makes an almost irresistible appeal to young married couples. For one thing, it looks far more dashing than the staid "tourer." Anyhow, they prefer to travel à deux, and their suitcases, which have not yet lost their honeymoon sheen, will travel so easily in the flapped boot astern. So they select their "option," and before very long they regret their choice.

A Modern Innovation

The second fundamentally bad type of body is quite a modern innovation, and its weaknesses are the less realised. It is usually described as a "close-coupled saloon." At a casual glance one might take it for a coupe, which on paper is the ideal car for an affectionate couple of the same or

different sexes, says the "New Statesman." It relieves one from the social necessities of harbouring unwanted guests. It offers full weather protection for a husband and wife, or two golfing friends, and their baggage. It looks extremely dashing.

Technically, one may perhaps claim that it is lighter than a saloon, and allows the engine to display all the acceleration of which its dimensions are capable.

(As a matter of fact, a coupe almost always has a dickey, and therefore suffers from the disagreeables outlined above as applying to the open two-seater.)

But the close-coupled saloon under the outward appearance of a coupe harbours four seats, or occasionally five, all under cover, and is therefore immune from the abuse which all experienced motorists heap on dickeys. It is, as its name suggests, a saloon, but it is a very small and cramped saloon. Almost invariably it has only two doors, but they are abnormally wide doors, and somehow contrive to look much better than four narrow doors, whilst their width certainly facilitates ingress and exit.

On the other hand, their width is so great that they can block an entire town pavement when they swing open, and have even been known—if inadvertently opened—to knock old gentlemen off their feet, with the inevitable result of a lively fracas. Further, owing to the weight and leverage of such an enormous door, the hinges soon began to give trouble unless the coachbuilder is at once skilful and well remunerated for his work.

The owner may usually be seen cocking an anxious eye to his left flank whenever anybody is attempting to enter or leave his car, and this anxiety is well founded. This objection is, however, the least in the indictment.

A.A. AND R.A.C.**Suggested New Policy**

Mr. H. Thornton Rutter writes in the "Daily Telegraph":—

It is a great pity that the rank and file of members of the two largest motoring organisations the Royal Automobile Club and the Automobile Association, take so little interest in the affairs of these bodies that elections to committee and council are effected by a mere handful of the members. The R.A.C. has some 16,000 members and the Automobile Association a membership of about 380,000.

This is in the island more than 500 vehicles plying for hire, not counting the buses and taxicabs, and although the two latter classes of conveyances are up-to-date they cannot always equal the "hire cars."

No Government department is willing to regard the Automobile Association as a representative organisation, because its governing body is nominated by a few, and not by the majority, of the subscribing members. The members reside in all parts of the United Kingdom, so that it may be difficult for them to attend the annual general meeting in April each year. This widespread membership also characterises the R.A.C. and the Royal Aero Club.

Among motor organisations it is only the councils of the Commercial Motor Users' Association and of the Society of Motor Manufacturers and Traders that truly represent their members. Their attitude to any measure, therefore, carries greater weight with the authorities. Moreover, both these organisations are composed of members who make motors earn a living for their owners, and there is no lack of enthusiasm at council election meetings.

On the other hand, while it is in no way suggested that the representatives of both the R.A.C. and the A.A. are not all that the members could wish them to be, in point of fact the great body of members never took any part in their appointment. That is a great pity. It would be better from every point of view if these organisations were to alter the present methods, so as to enable all their members to vote at annual elections of their councils or committees without attending personally.

Fitness for Driving

Mr. Mervyn O'Gorman, a vice-chairman of the R.A.C., also chairman of the Safe Driving Committee, and chairman of the Competitions Committee, recently gave evidence before the Royal Commission on Transport. He stated that no examinations as to fitness for driving would add to the general safety of the public. Yet the R.A.C. driving certificate (which is generally accepted by Chief Constables all over the United Kingdom) as a trustworthy proof that a driver is "safe" and may be granted a licence as a hackney coachman or bus driver will not be given to a candidate, however sound his technical management and knowledge of motors and motor-driving may be, unless the R.A.C. examiner considers that he exercises proper care, caution, and good road-sense in his driving. Some 50

CANTON'S MOTORS**What Latest Figures Reveal**

According to official statistics of the Bureau of Public Utilities, there are 506 motor-vehicles in Canton. While Fords and Buicks head the list of passenger cars, Graham Bros. lead in buses. The latter is preferred by the Municipality on account of the more roomy accommodation it can give. The following are particulars of the different makes of motor vehicles registered:

Passenger Cars

Arrol-Johnston 1, Fiat 22, Austin 8, Ford 39, Bristol 1, Gardner 2, Buick 39, Bray 2, Chalmers 4, Haynes 2, Chandlers 9, Hudson 8, Chevrolet 28, Hupmobile 9, Chrysler 11, Lexington 1, Citroen 4, Marmon 1, Dodge 24, Morris 2, Durant 1, Matobom 2, Elcar 2, Maxwell 3, Erskine 8, Mercer 1, Essex 14, Nash 10, Oakland 4, Oldsmobile 21, Opel 3, Overland 26, Paige 1, Pontiac 5, Ruby 1, Singer 1, Studebaker 33, Willys Knight 6, Auburn 1, Berlitz 1, Armstrong Siddeley 1, Cadillac 1.

Buses

Brockway 4, Chevrolet 2, Ford 11, Federal 8, Fiat 2, Graham Bros. 22, Ree 3, Thorneycroft 6.

Trucks

Carbile 1, Ford 18, Chevrolet 12, G.M.C. 3, Dennis 1, Maxwell 2, Durkop 1, Ree 1.

Motor-Cycles

A.J.S. 3, BSA 8, Coventry Victor 1, Ferrot 1, Francis 1, Barnett 1, Harley-Davidson 11, Indian 4, Monet Guyon 1, Raleigh 1, Royal-Enfield 1, Triumph 4.

In addition to the above, there are about 100 vehicles used by Army Headquarters bearing military licences.

PUBLIC CARS**Many Owned by Private Licences**

"Conservative" Hong Kong may be behind time in more ways than one, but at least it can boast of its public motor car service.

There is in the island more than 500 vehicles plying for hire, not counting the buses and taxicabs, and although the two latter classes of conveyances are up-to-date they cannot always equal the "hire cars."

These vehicles are by no means "consumptive" or "cranky" as are those to be found in other ports. Even Shanghai, with its motor traffic equaling that of Chicago, is nowhere near us in the matter of hire car service.

An observant person would no doubt notice that the hire cars of this Colony are all of the latest model, and are well-known makers. Brand-new Chrysler, Fords, Whippets, Overlands, Singers, Buicks, and other equally expensive cars are daily to be seen "touting" for business. They are fully equipped, and are always kept in good running order. In fact, there is hardly anything to distinguish them from private cars except the number plate and "Public Vehicle" at the back.

One is, therefore, inclined to ask whether it pays the owners to ply such expensive cars for hire. To this question we are unable naturally to give a definite answer, but judging from the large number on the street, the business seems a paying one.

These cars are mostly owned by private individuals and not by companies. The owners are either Chinese or Indians. The latter, however, run their vehicles solely as a business enterprise, but the Chinese do so with a twofold purpose. Most of the cars belonging to Chinese owners were bought primarily for their own use, but instead of taking out a private licence, they get a public one. Thus they can use the car to and from their places of business and also for occasional pleasure jaunts.

The rest of the time the vehicle is "farmed" out to the chauffeur for a stipulated sum of money. It is only in this way that a car is made to pay for its cost and upkeep.

per cent. of the candidates fail to gain this certificate, a large proportion of them because the examiner considers that the driving at the demonstration is "unsafe."

The club commenced the examination of drivers and the issue of certificates in 1905, and over 25,800 certificates have been issued to date. It is therefore difficult to understand the opinion expressed by the R.A.C. representative, in view of the practical examination carried out by the club's officials.

2998.



*Be on the lookout
for this sign of
ECONOMY*

Mark the location of our Firestone service dealer sign, for it points the way to lower tyre costs. Here you will find fresh, clean stocks of Gum-Dipped Tyres and Steam-Welded Inner tubes, in both Balloon and High Pressure sizes. Expert tyre men are ready to serve you instantly, and start you with dispatch, on your way. We are anxious to give you "better service," just as Firestone gives you better value in tyres. Call on us to-day, to-morrow, or any day the need arises.

MOST MILES PER DOLLAR.

Firestone

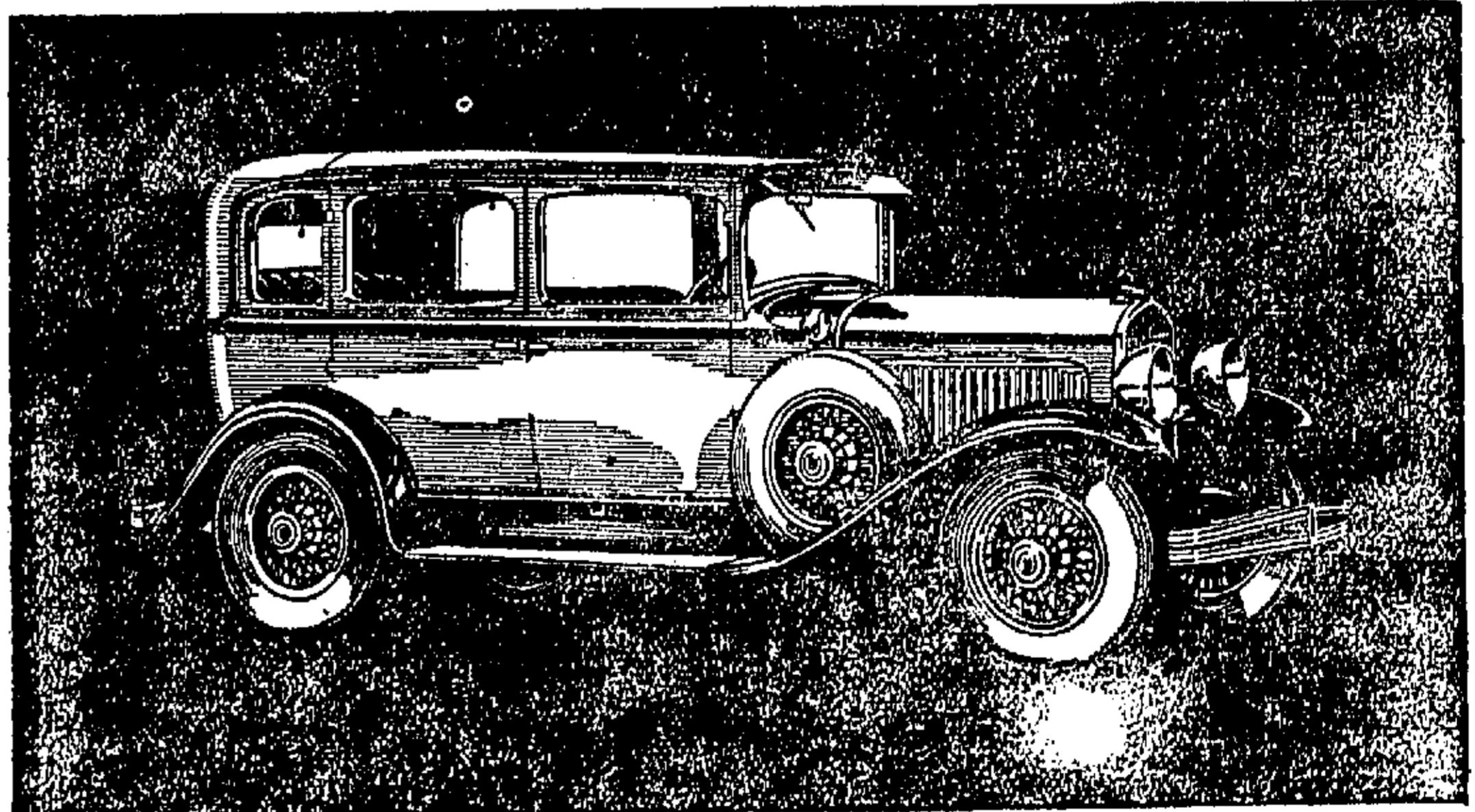
GUM-DIPPED BALLOON TYRES.

THE DRAGON MOTOR CAR CO., LTD.

Telephone Central 1246 or 1247.

33 WONG NEI CHUNG ROAD, HAPPY VALLEY.

*"Volume won through value"
the story of Chrysler success*



New Chrysler "75" Royal Saloon (wire wheels extra)

WHY can Chrysler, in the new "75" and "65", give more than others can give?

Why do these cars vie, not with cars in their price group, but with cars costing far more?

Because—Chrysler begins with quality, wins volume through value, spreads the cost of quality and value over five great markets, makes five great operations basically one, and by these savings is able to spend more in beautifying and enhancing the new "75" and "65".

With their new slender-profile radiator, arched-windows, "air-wing" mudguards, "Silver-Dome" high-compression engine using any petrol, internal-expanding hydraulic 4-wheel brakes, shock absorbers, rubber shockinsulators, and scores of other new developments exclusive to Chrysler, the new Chryslers represent a parting of the ways between the old and the new.

They represent a new significance in style, in performance and in value-giving, and increase in buying power which affects the entire industry, up to the highest in price.

CHRYSLER.

THE REPUBLIC MOTOR CO. OF CHINA.

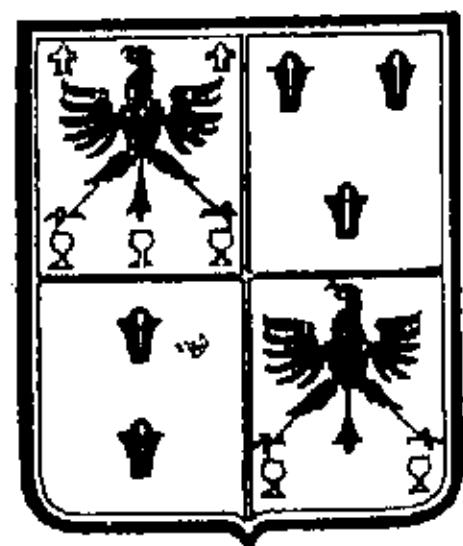
30-32, Des Voeux Road C.

Telephone C. 1210 & C. 6252.

DE SOTO SIX

PRODUCT of CHRYSLER

DeSoto



Multum pro parvo

New Chrysler-designed "Silver Dome" high-compression engine, using any grade petrol.

New smoothness and quietness of operation at every speed on the speedometer.

New performance brilliancy, flashing getaway, astonishing power and pickup with marked economy of petrol and oil.

New-type rubber insulation of engine, new-type var-strut pistons, new-type crankcase ventilator, etc.

New-type 4-wheel hydraulic internal brakes with moulded brake lining, giving instant and squeakless stopping in any weather.

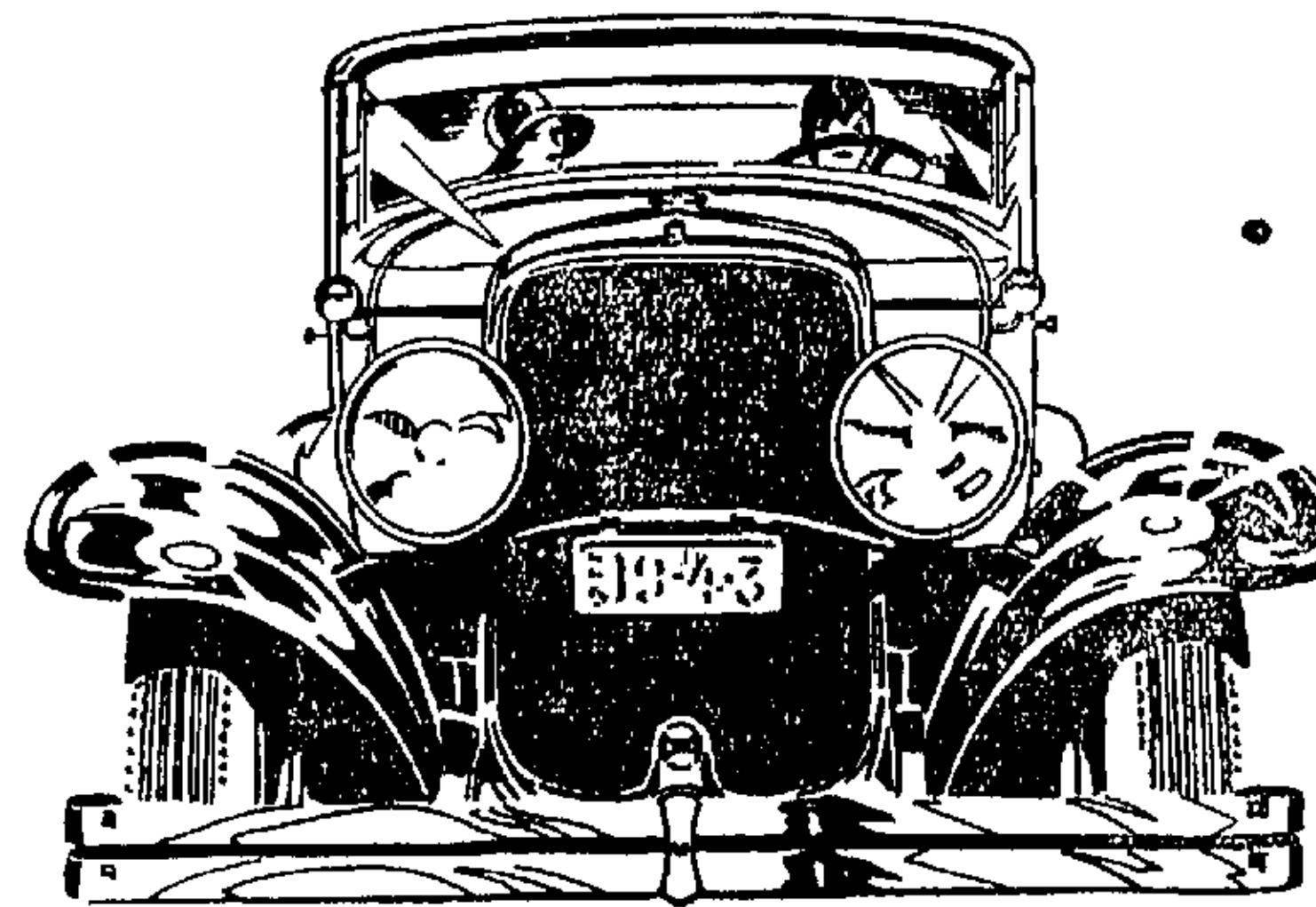
New slender-profile radiator, new bowl-type lamps, with beautiful cowl lamps and cowl bar, all chromium plated.

New riding qualities from long resilient springs and hydraulic shock absorbers, front and rear.

New roominess in the long low-hung bodies, seating five adults with a surplus of comfort.

New richness of interior appointments, with high grade mohair for closed cars and genuine leather, pigskin grain open models.

New arched window silhouette, new air-wing mudguards, new charming colour combinations.



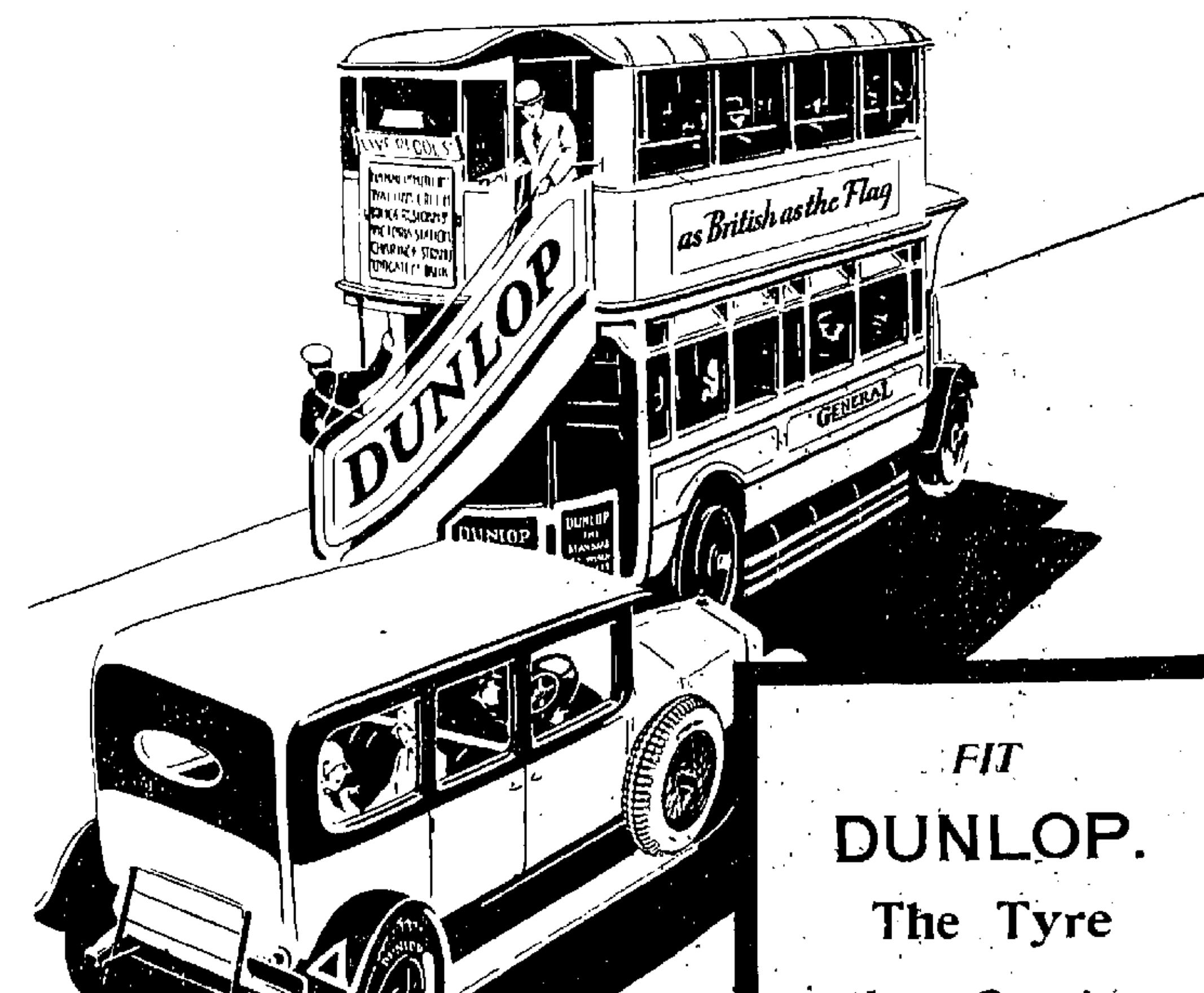
See . . . the new Sensation-Car

De Soto Six—brilliant and revolutionary in its field—Chrysler-built—beyond all quibble and question gives new beauty, new style, a new high quality and performance for popular-priced sixes—See it and know why the public rates it by long odds the world's outstanding value for cars selling at anywhere near its price.

Sole Agents:

THE REPUBLIC MOTOR CO. OF CHINA.

30-32, Des Voeux Road C.
Telephones C. 1219 & C. 6252.



FIT
DUNLOP.
The Tyre
that Carries
London's
Buses.

Last year the prospect for 1928 was described as "disastrous competition for a very moderately expanding market." Actually, so far from any further expansion, a decline has to be recorded for the first time in the history of the industry except during the war period. Instead of the expansion expected in the home market, demand has remained stationary while exports have shown a marked decline.

Australian Collapse

The retarded increase in the export of chassis noted last year has been followed in 1928 by a severe decrease. These movements were entirely due to the collapse of the Australian market between June, 1927 and 1928. Although November begins the period of seasonal increase in Australian motor imports, it may be hoped that the recent increase indicates that the worst of the depression is over. Its exciting cause was a widespread drought, though it had its basis in unsound credit conditions and an uneconomic level of production costs made possible for the time being by a high tariff barrier. Attempts are being made to grapple with these evils, and if successful this may in the next few years restore in great measure the former prosperity. For 1929, however, it would not be wise to expect an improvement to beyond the 1926 level. Exports of complete cars, on the other hand, which have been less affected by Australian conditions, have continued to make satisfactory progress all over the world, and may again be expected to do so in 1929.

Net Wastage

The number of private cars in use in Great Britain in recent years is shown below:

1923	883,528
1924	473,528
1925	579,901
1926	676,207
1927	778,056
1928	877,277

In order to effect the net increase of 99,221 cars between 1927 and 1928, 161,635 new cars were sold, indicating a wastage of 62,314. Part of these sales were supplied from foreign imports, which stood at approximately the same figure as last year.

In the meantime the prospect is for a slight increase in export business during 1929, while at home also a slightly larger demand may be anticipated than last year. The latter forecast, however, is subject to the effects of the taxation policy of the coming Budget.

Sole Agent in South China for:

BROCKWAY MOTOR TRUCKS
and
BUSES

Beam-Lite
Auto Bulbs

Hartford
Batteries

THE ASIATIC AMERICAN CO.
OFFICE:
48, Stanley Street,
Tel. C. 244.

SHOW ROOM:
11, Queen's Road, E.
Tel. C. 575.

BRITISH INDUSTRY

Private Production in 1928

The revised figures of private car production published by the Society of Motor Manufacturers and Traders in their annual review up to and including 1927, and a provisional figure for 1928, are given in the following table:

Output of Cars	
1923	66,896
1924	105,468
1925	121,000
1926	108,500
1927	106,120
1928	104,445

(Continued on Next Column.)

TYRES OF TO-DAY

Badly "Punished" Often

Few motorists appreciate how much "punishment" the automobile tyres of to-day is called upon to take, says the manager of the Dragon Motor Car Garage, the local Firestone service dealers.

When considering the service of tyres to-day it must be remembered that changes have taken place that greatly affect tread wear.

Congested traffic has necessitated stop streets, traffic lights and other methods of traffic control. High compression motors with rapid acceleration enable the car driver to make quick starts. Powerful 4-wheel brakes enable him to make sudden stops. In the country, improved roads are responsible for higher speeds. Speed, quick starts and sudden stops all cause faster tread wear.

These changed conditions in car operation throw a burden on tyres that manifests itself in forms of tread wear unknown in the past.

During periods of rain, snow or ice, uncertain traction changes the driving habits of many car owners. They reduce their speed, start slowly and come to a stop gradually. The result is slower tread wear. This explains why, in northern latitudes, tyre wear is more rapid in Summer than in Winter.

The manufacturer can control, with scientific accuracy, the compounding, curing and construction of tyres but he cannot control the conditions under which these tyres are used.

GRUELLING

Amateur's Brilliant Victory

There is an annual racing event in the Argentine for stock cars which creates a great deal of expectancy among Argentine automobile race fans. The distance to be covered in the contest is approximately 246 miles, and comprises the length of the road from the city of Rosario, to the city of Santa Fe, and back.

The outstanding feature of this race is the bad nature of the mud roads, because, when it rains, the ground is so slippery that it creates a great obstacle which prevents the attainment of high speeds. Fortunately, on January 6, when the event took place, the roads were dry, but still they offered a great handicap to the vision of the drivers, as the dust did not permit seeing farther than fifty yards away.

On the other hand, the abnormal hot weather which was in evidence that day put to an extraordinary test the cooling systems of the different cars that entered the race.

Keen Competition

Faustino Corbella with his Hupmobile Century Six had to compete against other American and European cars which were reputed to have more powerful engines, and which as a rule, were in a very much higher price class. Of the fifteen contestants, the Hupmobile Century Six not only won first place in its own division of cubic inch displacement, but it was also first in the other divisions, having attained the classification of champion for the entire race, establishing an all time record of three hours and twenty-five minutes for the 246 miles, or 70.806 miles per hour.

Faustino Corbella said that the highly efficient engine of the Hupmobile Century Six, with spark plugs placed exactly above exhaust valves, provided an engine efficiency which left good evidence of its superiority in this gruelling test.

As a result of this great Hupmobile triumph, the Huppie Argentine distributors, are selling Century Sixes by the carloads, and they still keep wiring the factory for more and more cars.

Net Wastage

The number of private cars in use in Great Britain in recent years is shown below:

1923	883,528
1924	473,528
1925	579,901
1926	676,207
1927	778,056
1928	877,277

In order to effect the net increase of 99,221 cars between 1927 and 1928, 161,635 new cars were sold, indicating a wastage of 62,314. Part of these sales were supplied from foreign imports, which stood at approximately the same figure as last year.

In the meantime the prospect is for a slight increase in export business during 1929, while at home also a slightly larger demand may be anticipated than last year. The latter forecast, however, is subject to the effects of the taxation policy of the coming Budget.

In the meantime the prospect is for a slight increase in export business during 1929, while at home also a slightly larger demand may be anticipated than last year. The latter forecast, however, is subject to the effects of the taxation policy of the coming Budget.

SPEED LIMIT

London Police Suggestion

A speed limit of 35 miles an hour and health and skill examination for all people applying for driving licences are measures to reduce road accidents favoured by the Commissioner of Police of the Metropolis.

These suggestions were included in evidence, at the inquiry at the House of Lords into the Roads Vehicles Regulation Bill, given by Mr. Suffield Mylius, traffic adviser and assistant secretary to the Traffic Dept., Metropolitan Police. The Earl of Wemys presided.

The Bill, promoted by Viscount Cecil of Chelwood, and having as its object the diminution of road accidents, proposes examinations before driving licences are issued, and "third party" insurance for all motorists.

Regarding the production of heavy commercial vehicles is concentrated in the hands of comparatively few concerns. There is thus a less serious multiplication of competitive models and the beginnings of a more adequate after-service and marketing organisation. While there is every indication of a continued increase in the world demand, it is also apparent that foreign manufacturers are becoming increasingly competitive both in price and quality to the British standard. So far from a relaxation of effort it is clear that in the next few years British manufacturers will have difficulty in maintaining their predominance in this section in world markets.

MOTOR LORRIES

British Manufacture Active

The motor lorry and hackney industry at home continued to maintain a high level of activity in 1928, expansion being most marked in the heavy branches. Production figures have been as follows:

1923	21,604
1924	26,632
1925	32,000
1926	41,500
1927	46,667
1928	46,915

The movement has been the result of increased expansion both at home and in overseas markets, and would have been more marked but for the increasing effectiveness of the competition of foreign light vehicles in Britain.

The production of heavy commercial vehicles is concentrated in the hands of comparatively few concerns. There is thus a less serious multiplication of competitive models and the beginnings of a more adequate after-service and marketing organisation. While there is every indication of a continued increase in the world demand, it is also apparent that foreign manufacturers are becoming increasingly competitive both in price and quality to the British standard. So far from a relaxation of effort it is clear that in the next few years British manufacturers will have difficulty in maintaining their predominance in this section in world markets.

Effect of Taxation

Home demand in 1928 has been satisfactory, though the effect of recent heavy increases in taxation is apparent in slower progress. The number of lorries and hackneys in use in Great Britain has been as follows:

1923	280,232
1924	318,443
1925	347,092
1926	373,784
1927	394,453
1928	411,385

To effect a net increase of 17,000 vehicles between 1927 and 1928, 46,843 new vehicles were sold, indicating that there must have been a wastage of nearly 30,000 vehicles.

The continued decrease in imports of complete commercial vehicles, which are nearly all heavy vehicles, since the extension of the McKenna Duties to commercial vehicles is satisfactory, but the importation of chassis which are increased during 1928.

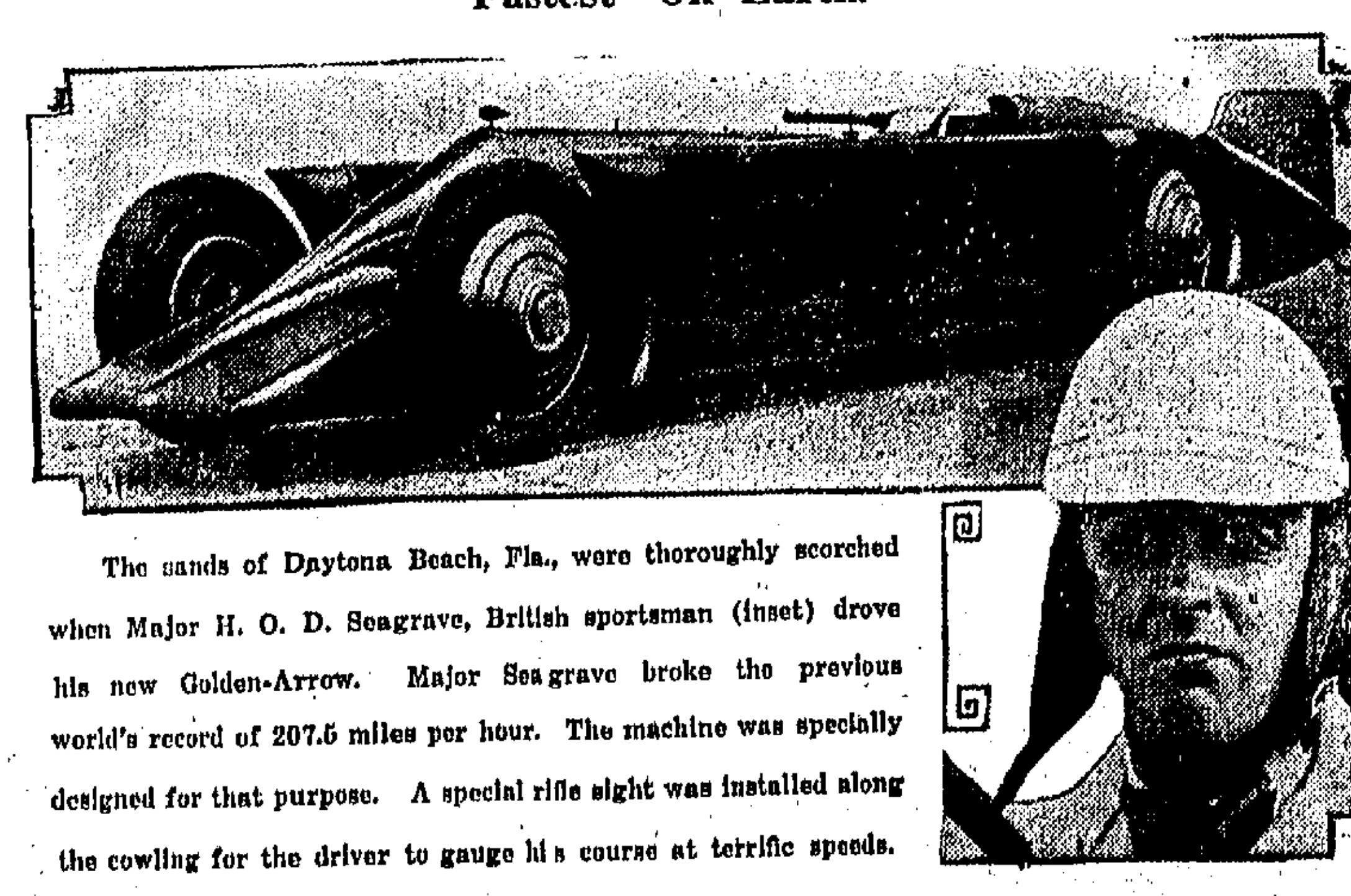
The competition of the truck of the Chevrolet type is making itself severely felt, nor is home consumption increasing rapidly enough to outweigh this factor.

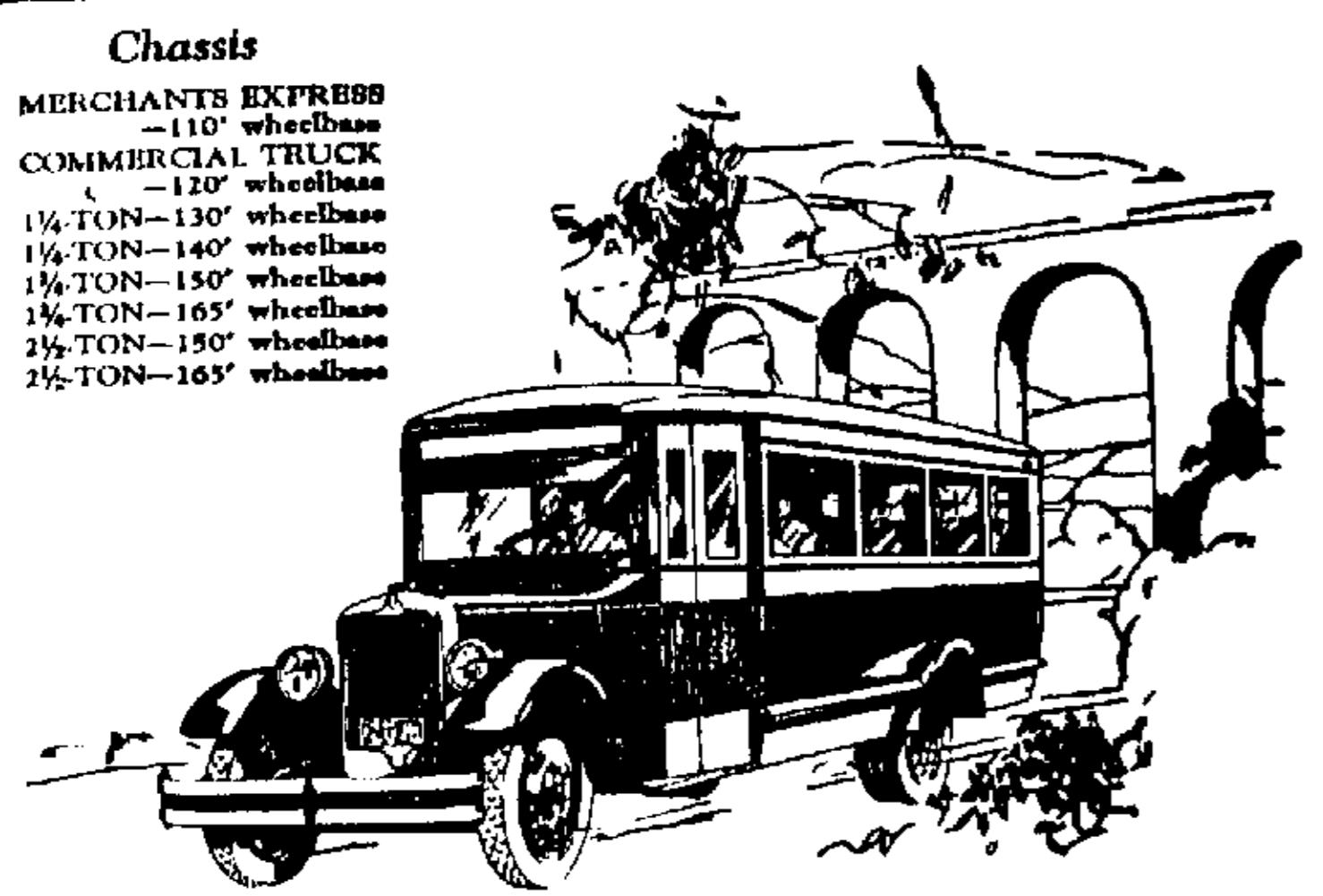
Effect of Competition

In general, the prospects of the motor industry for 1929 are less promising than for some years past. Competition with the American industry is rendered more difficult for British manufacturers by the method and amount of special taxation levied on motor vehicles. The method of the horse-power tax hampers and restricts design, the crippling burden of £4 millions per year in direct motor vehicle taxes levied on 1,200,000 motor vehicles and 600,000 motor cycles compares with £190 millions per year in the United States levied on 24,750,000 vehicles. This crushing burden cannot fail to check the expansion of this most progressive industry and there are already signs of its effectiveness in this direction. The future of the industry, indeed, says "Engineering" must depend largely on a reversal of the policy pursued by recent governments, and a return to sound methods of motor taxation, which will not tend to hamper competitive power abroad.

We consider that all traffic should show its intention in some way—have duties as well as rights. All we ask for is a code of customs. At present they are false customs.

Fastest On Earth.





**Money Makers
the World Over
GRAHAM BROTHERS
TRUCKS AND BUSES**

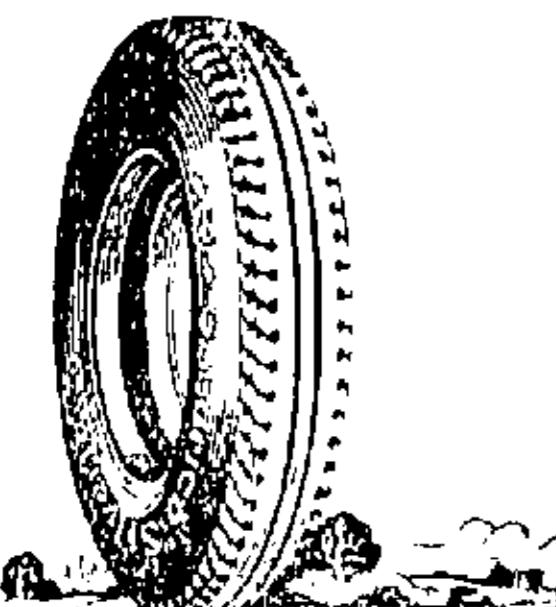
BUILT BY TRUCK DIVISION OF DODGE BROTHERS
SOLE DEALERS FOR SOUTH CHINA:

SOUTH CHINA MOTOR CAR CO.

33, Des Voeux Road C.
Tel. C. 5614.

A mighty tough test of

Goodrich Silvertowns



**Goodrich
Silvertowns**

"Best in the Long Run"

SOLE AGENTS.

UNIVERSAL MOTOR & SUPPLY CO.

22, Queen's Road Central
Telephone No. C. 4915.

ALL SORTS OF MOTOR ACCESSORIES ALSO IN STOCK.

LORRY PERIL

Inadequate Lights At Night

The suggestion that lorries, in many cases, were insufficiently lighted at night, and were driven to the danger of the public, was made by Mr. G. Herbert Stancer, secretary of the Cyclists' Touring Club, before a Select Committee at the House of Lords.

Considerable apprehension was felt by the club at the large number of fatalities due to this cause, added Mr. Stancer. In many cases the lights were insufficient to reveal the road more than a yard or two ahead. Yet the driver urged into the darkness a vehicle capable of instantly crushing the life out of any human being who might be in its path. Under-lighting was almost entirely confined to lorries.

The chairman (the Earl of Wemyss): I am chairman of a bench of magistrates, and the police are on the look-out for that sort of thing, but I have never heard of a case of a lorry being insufficiently lighted. Nearly all our cases, I am sorry to say, are of cyclists riding without lights.

Witness: We have had cases of cyclists being killed by motor-lorries in such circumstances.

The Chairman: Do you want a higher standard of lighting?—Yes. It must be sufficient to reveal the road some distance ahead.

Accidents Among Cyclists

Pedal cyclists, said Mr. Stancer, were numerically the largest class of road travellers on wheeled vehicles. His club had a membership of 27,000. The relatively fragile character of the cyclist's mount rendered him almost invariably the chief sufferer in a collision with any other type of vehicle. For the past two years accidents to members averaged 500 a year, and the damages recovered, about £5,000.

In regard to driving licences, witness urged that consideration

should be given to age, mental and physical fitness, and the capability of the applicant; that in no circumstances should a licence be issued to any person under 18 years of age either in respect of a motor-car or motorcycle. They frankly recognised the difficulty of putting applicants through practical tests. There were far too many people driving cars whose eyesight rendered them dangerous.

The Chairman: But that also applies to cyclists?—Yes, but a cyclist can do so little damage. In collisions he is always the one to suffer.

You say that licences should not be granted to persons under 18. Would you prevent persons under 18 riding cycles?—No, because, again, the cyclist can do so little damage.

But accidents have occurred through the faults of cyclists?—Yes, but those cases are very rare. That the cyclist's risks are small is shown by the fact that the rate of insurance works out at about 2d. per head. In the case of motor vehicles it is over £5.

Unlicensed Drivers

Mr. Stancer asserted that many drivers whose licences had been suspended still continued to drive on the road. If they were caught they were simply treated as cases of driving without a licence.

The Chairman: What is your remedy?—I suggest some very drastic penalty. At present such cases are treated as merely driving without a licence.

There is a world of difference between "driving without a licence" and driving after the licence has been suspended. In such cases there should be no alternative to imprisonment.

The Chairman: I understand that is in the Government bill.

Replying to Viscount Cecil, witness said: I do not think there is very much in the bill which touches our interests very closely, but we are in general agreement with its spirit. Most accidents are due mainly to excessive speed, but a definite rigid speed limit is almost impracticable.

Have you ever thought of impounding cars?—Yes, but I do not know whether it would be practicable or not.

A. A. AT HOME

Benefits Its Members Enjoy

The January number of the "Record," the monthly organ of the Automobile Club, will shortly be out and will contain an interesting article by the Secretary on the work of the Automobile Association in Great Britain. The following are some of the more interesting points he deals with:—

From its foundation in 1905, it has grown steadily to a membership which to-day almost reaches the 400,000 mark, and the huge volume of work resulting has made necessary a scheme of decentralisation under which no less than twenty-one offices look after the interests of members situated in various parts of the British Isles.

Some further idea of the size of the organisation may be gathered from the fact that its annual subscription and entrance fee income exceeds £600,000 whilst reserve funds are in excess of £280,000.

The most important service rendered to members is, of course, that on the roads. No less a sum than half-a-million pounds was spent on this section alone during the last year reported upon, and some of the figures given in this connection are really amazing. Twenty thousand miles of main roads are patrolled regularly and the annual mileage of A.A. Cyclist Patrols is nine-and-a-half million, whilst during the same period the Road Service Outfits covered 10,000,000 miles.

In addition to the cycle patrols, many hundreds patrol the roads on Road Service Outfits. These are motor cycles fitted with special side-cars enabling the carriage of fuel, oil and small tools necessary for assisting members with stranded cars or motorcycles. These patrols assist members in connection with minor breakdowns and in the case of serious breakages which cannot be remedied on the road will get into touch, either by telephone or personally, with the nearest repairer.

"A.A." Roadside Telephones are now familiar landmarks on a great many main roads throughout the country. They are erected at points where they will be of the greatest use to members and, in some cases—on lonely roads—they provide the only means of telephone communication for some miles around.

Free Legal Defence

Free legal defence is afforded to every member in any proceedings under the Motor Car Act and Roads Act in Courts of Summary Jurisdiction in the United Kingdom. All that the member has to do is to place the conduct of the summons in the hands of the Association, when the Association's Solicitors go carefully into the evidence and defend the case entirely free of cost to the member.

This benefit includes free legal representation by the Association's Solicitors in approved civil cases arising out of the use or ownership of privately-owned cars or motor cycles.

The Touring Departments render all possible assistance in connection with touring both in the British Isles and abroad.

Members' cars are shipped to any Foreign port and members are met by A.A. Representatives at the principal Continental ports.

The Engineering Department maintains a skilled staff from which may be obtained advice upon all matters appertaining to the purchase, sale, repair, and maintenance of cars and motorcycles. Practical advice is given to members in tuning-up and overhauling their vehicles also assistance in the settlement of disputes with manufacturers' agents, repairers, etc.

Members may also avail themselves of the services of competent experts for the examination or trial of any car or motorcycle, the condition of which is unsatisfactory or the purchase of which may be contemplated, and a comparatively small charge is made for such test or examination.

Members of the Engineering Staff are also available as expert witnesses if desired.

A BUS COMBINE

Practically the whole business of public motor traction in Scotland has come under one control as a result of a big combine move which is announced. The Scottish Motor Traction Co., the leading concern of its kind in Scotland, has acquired a substantial interest in motor traction concerns in Glasgow, Dundee, Aberdeen, Falkirk, Stirling, Altrincham, Kilmarnock, Lanark, and Carlisle. These companies, along with other companies controlled by the Scottish Motor Traction Co., operate over 1,200 buses and have many hundreds more on order. The

ROLLS-ROYCE

Another Successful Year

At the twenty-second annual ordinary general meeting of Rolls-Royce, Ltd., Lord Wargrave (the chairman) said that the issued capital at £813,787 remained as last year. Sundry creditors, including reserves for taxation, had decreased by £49,439; this reduction was principally due to arrears of taxation paid during the year. The consolidated reserve fund was increased by £50,000 allocated from the 1927 accounts, and a further allocation of £40,000 was proposed that year.

On the assets' side property showed a small increase of £9,378 after ample depreciation. Stock-in-trade and work in progress showed a decrease of £101,819. Sundry debtors were £71,370 less than a year ago. This was the result of repayment by Automobiles Rolls-Royce (France), Ltd., of a loan in connection with their Paris premises, which were their own property. Cash in hand and at banks showed a decrease of £128,889, but this was offset by investments in gilt-edged securities of £327,652, which, together with cash in hand, amounted to £450,305, or £198,762 more than last year. That favourable cash position was principally the result of reduced working stocks and repayment of a loan by Automobiles Rolls-Royce (France), Ltd.

Profit and Dividend

The profit for the year amounted to £185,769, which, including the carry-forward from the previous year, gave £216,064 for disposal. The directors proposed to follow their inherently wise practice of building up reserves. They considered that a prosperous company like Rolls-Royce had an obligation to its staff for pensions, which, sooner or later, they must face. The directors recommended a dividend of 8 per cent, and a bonus of 2 per cent, which would absorb £81,379. They proposed to allocate the balance as follows: Income-tax £30,000; reserve fund, £40,000; carry-forward, £54,685.

It was with great regret that he had to report the resignation of their managing director, Mr. Basil Johnson, owing to ill-health. Mr. A. F. Sidgreaves, O.B.E., had been selected to the board and appointed managing director. Mr. Sidgreaves, who was their general manager and had for some time been sharing with Mr. Johnson the responsibilities of the administration, had a unique knowledge of the motor business, having been closely connected with it during the past twenty-six years, and had held responsible positions in the management of the company for over eight and a half years. Mr. Arthur Wormald, their general works manager, who had been with them since the inauguration of the company, had been elected to a seat on the board, and Mr. W. Cowan had been appointed as their general manager.

Their holding in Rolls-Royce of America, Inc., did not and never had appeared in their accounts as an asset. Their holding was in the Common stock, which had not received a dividend since the inception of the company.

Increased Demand for Cars

They had not yet the final figures, but from reports received they were hopeful that 1928 would result in an improved position. The demand for Rolls-Royce cars had appreciably exceeded that of the previous year, not only in the home market, but also in the export markets of the world. They had unquestionably achieved great success in practically every country in which motoring was possible, and laid foundation for still greater increase of business in the future. The Rolls-Royce car held its undisputed position as the best car in the world. During the past twelve months a further number of their new F aero engines had been fitted to a large number of experimental types of Royal Air Force aircraft. These were rapidly completing their tests in a flight of Royal Air Force service machines intended for regular use in one of the permanent squadrons.

There could be no two opinions with regard to the national character of the property of Rolls-Royce, Ltd. They had only to recall the invaluable services rendered by the company on land and in the air during the war to give proof of their statement. While they had no desire to interfere with the free market in their shares, they were determined that the voting control of a national industry like Rolls-Royce, Ltd., must remain in the hands of British citizens.



Get behind the wheel—and Get the facts
Test Buick
against any automobile in the world—in all elements of Performance—let results on the road determine your choice!

Winning more than twice as many buyers as any other automobile listing above \$1200... by completely exploding the theory that "all cars are the same" and that it was next to impossible for any car to score a revolutionary advance in performance!

That is the achievement of the thrilling Buick of today; and that is the basic reason why Buick makes this simple, straightforward suggestion to motor car buyers—

Take a Buick—test it in direct comparison with any other car—let the test decide all elements of performance....

Buick Motor Cars are available on very attractive hire purchase terms.

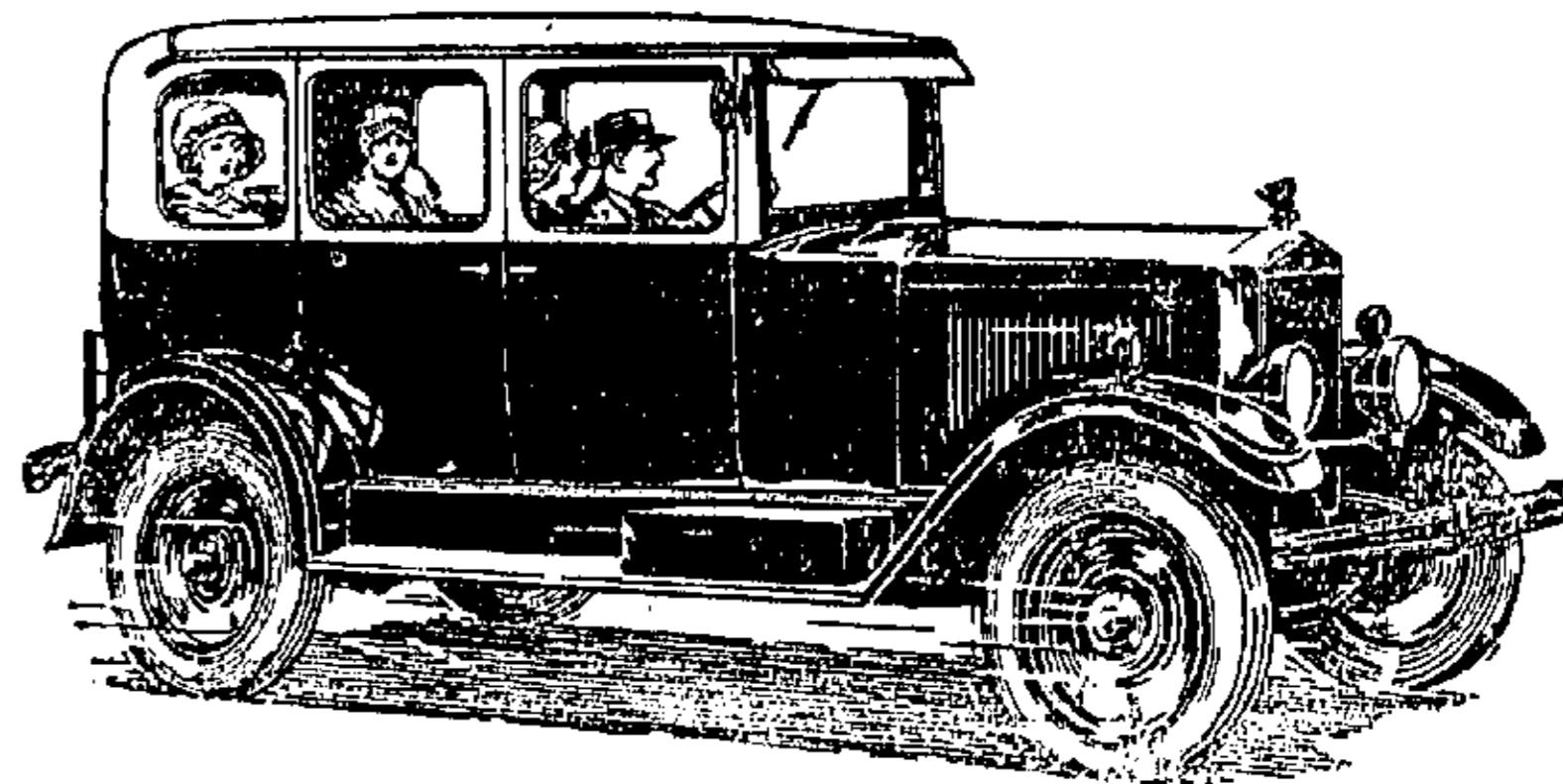
"The New Buick—The New Style"

Buick
WITH MASTERPIECE BODIES BY FISHER

DRAGON MOTOR CAR COMPANY LTD.
33, Wong Nei Chung Road, Happy Valley

WHEN BETTER AUTOMOBILES ARE BUILT...BUICK WILL BUILD THEM.

**Built well—
and wisely**



IT is not enough to build well—we must build wisely.
So Morris studied conditions.

Morris built a bigger car, with high clearance for the road that dwindled to a trail. Sturdy suspension, deep springing on a 56 in. wheel track to ride where there was no road at all. A higher-powered engine to climb gradients more fit for mules than motors, each detail of its design to ensure a smooth, high output of power in all conditions of climate. Above all, a job that, from wheel to wheel, would be so reliable, so trustworthy, that your mind would be easy a thousand miles from a garage.

This is the car that Morris, Europe's greatest automobile producers, have built for you. A universal car that has earned universal confidence.

Prices... Full Five-seater Tourer Full Five-seater Saloon

MORRIS AFTER-SALES SERVICE IS WORLD-FAMED AND PRICES OF SPARE PARTS ARE FIXED BY THE FACTORY

Ask your Morris Dealer for full details

MORRIS

MORRIS MOTORS (1926) LIMITED
COWLEY - OXFORD - ENGLAND

THE HONG KONG HOTEL GARAGE
25 Queen's Road Central
Tel. Central 4759.

